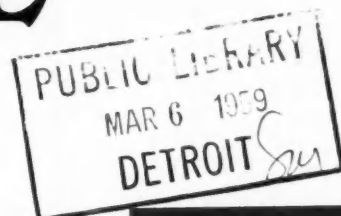


# THE COMMERCIAL MOTOR

FRIDAY, FEBRUARY 13, 1959  
ONE SHILLING



## MORRIS WINS ON PRICE



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BACKED  
BY BMC



Europe's most  
comprehensive  
service

-and now the 5-Tonner with a **NEW CAB**

you're loads better off with

# MORRIS

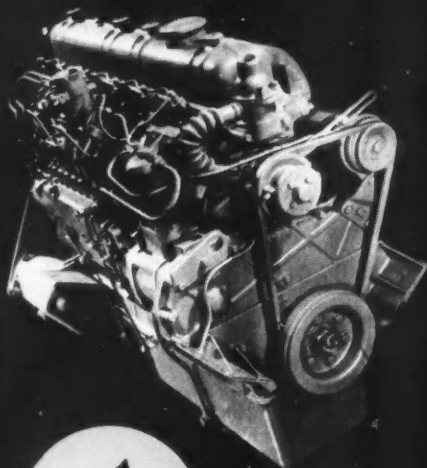
commercial vehicles

Greatest 5-tonner on the road today!  
Forward control. Wrap-round  
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Twin-blade, self-parking electric wipers.  
Cab sealed against dust and draught.  
Friction-controlled ventilating louvres.  
Push-button exterior handles.  
Foam rubber cushions to seats.  
Driver's seat adjustable vertically, also  
fore and aft. Switches grouped  
accessibly beneath fascia. And many  
other safety comfort features!

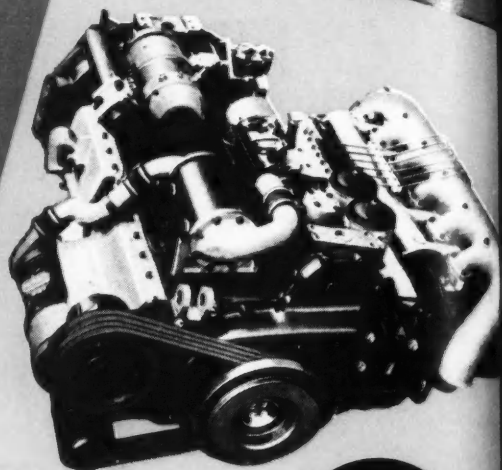
Price: £989 plus £170.15.7. purchase tax  
(Diesel: £1,213 plus £231.10.3. purchase tax) also  
available with normal control, petrol or diesel engines.

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM, 8.

Overseas Business: Nuffield Exports Ltd. Oxford and 41-46 Piccadilly, W.1



5.1  
litres



15  
litres

# TORSIONAL VIBRATION DAMPERS FOR DIESEL ENGINES

Experience, essential in torsional vibration damping, ensures the success of Metalastik T.V. Dampers. For more than 20 years Metalastik has designed and manufactured dampers for world-famous engines.

Accurately predictable and sensitive to vibrations of even the smallest amplitude, these Dampers permit a greater range of r.p.m. without detriment to the engine.

Specially developed high-damping, heat-resisting rubbers are employed and behind every design is Metalastik's skill in vibration analysis combined with exhaustive testing and quality control.

For diesel and petrol engines of widely varying capacities.

The engines illustrated—two of the many diesels to which Metalastik Dampers are fitted—are, left: B.M.C. 5.1 litre and right: Saurer O.M. 15 litre railcar engine.

# METALASTIK

METALASTIK LTD., LEICESTER





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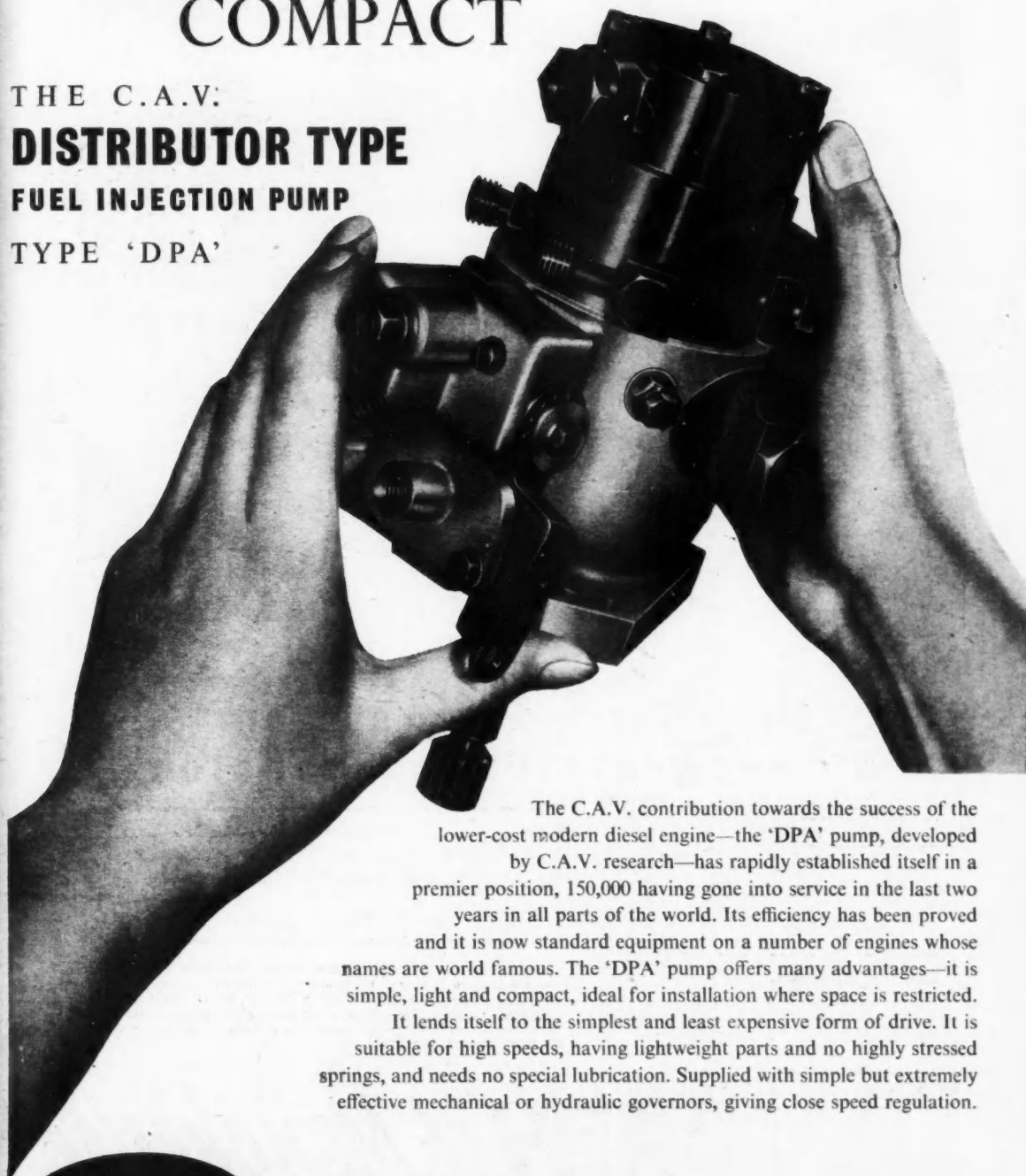
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**FUEL**  
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# LIGHT *and* COMPACT

THE C.A.V.:  
**DISTRIBUTOR TYPE  
FUEL INJECTION PUMP**  
TYPE 'DPA'



The C.A.V. contribution towards the success of the lower-cost modern diesel engine—the 'DPA' pump, developed by C.A.V. research—has rapidly established itself in a premier position, 150,000 having gone into service in the last two years in all parts of the world. Its efficiency has been proved and it is now standard equipment on a number of engines whose names are world famous. The 'DPA' pump offers many advantages—it is simple, light and compact, ideal for installation where space is restricted. It lends itself to the simplest and least expensive form of drive. It is suitable for high speeds, having lightweight parts and no highly stressed springs, and needs no special lubrication. Supplied with simple but extremely effective mechanical or hydraulic governors, giving close speed regulation.



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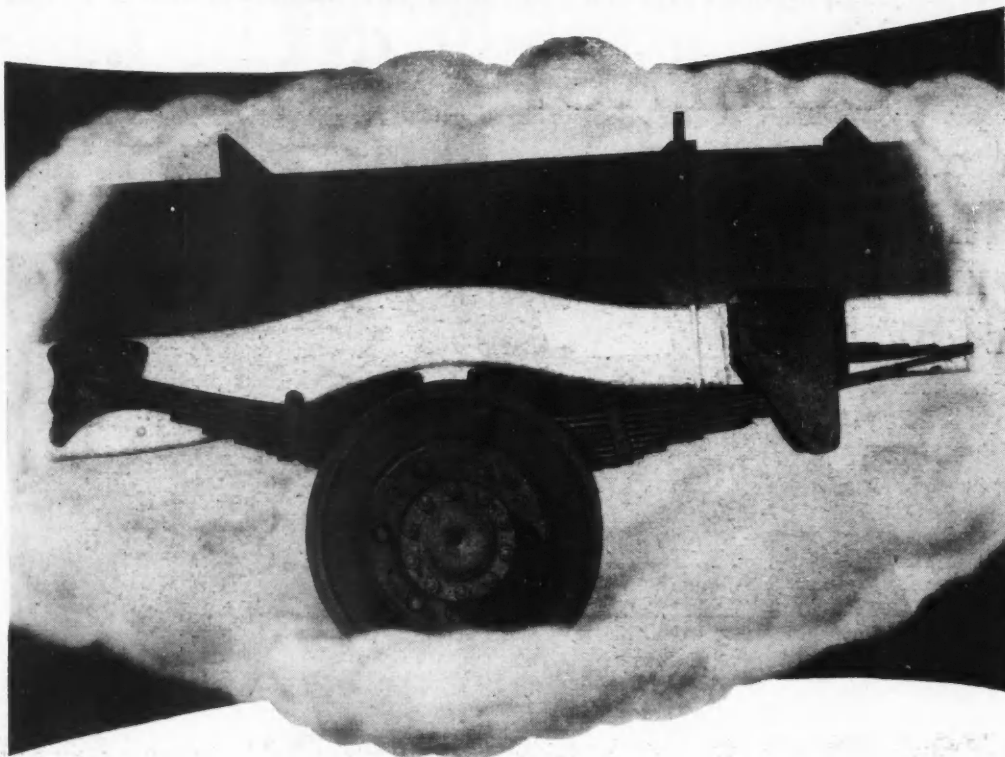
**FUEL INJECTION & ELECTRICAL EQUIPMENT**

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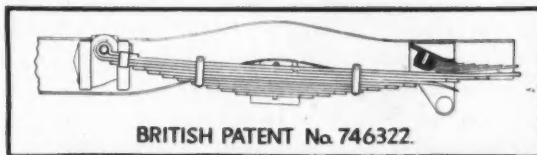
HERE IT IS . . . THE **SPRING SURPRISE** SPRUNG AT EARLS COURT  
**NEW AIR-LIKE SUSPENSION WITH THE LAMINATED LOOK**



the *Laminaire* system  
 of progressive suspension

It overcomes the harsh riding conditions experienced with unladen or lightly laden vehicles, cushioning the shocks which increase tyre wear and which cause damage both to the bodywork and fragile loads.

DETAILS REGARDING THE CONVERSION OF YOUR VEHICLE AVAILABLE FROM OUR HEAD OFFICE. A DEMONSTRATION VEHICLE IS AVAILABLE FOR A TRIAL RUN.



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The system employs a flexible cantilever spring, which works in conjunction with the longer main spring. In the unladen condition the tips only of these springs are in contact; but as the load is increased, the cantilever and main springs roll together. Thus, the effective length of the springs is shortened and the suspension is progressively stiffened until finally the full load is carried on the main spring alone.



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## ... and already a millionaire!

A remarkable youngster this new CHIEFTAIN. Entered the transport world on July 4th . . . topped the million pound mark in home and overseas orders exactly 4 months and 16 days later . . . and now confidently awaits the second million in the early spring. What a success story! But what an obvious one. For the CHIEFTAIN has *always* headed the 7-ton payload class. So naturally, when Albion announced this entirely new version, operators knew they must be on a good thing.

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**THE NEW 7-TON**

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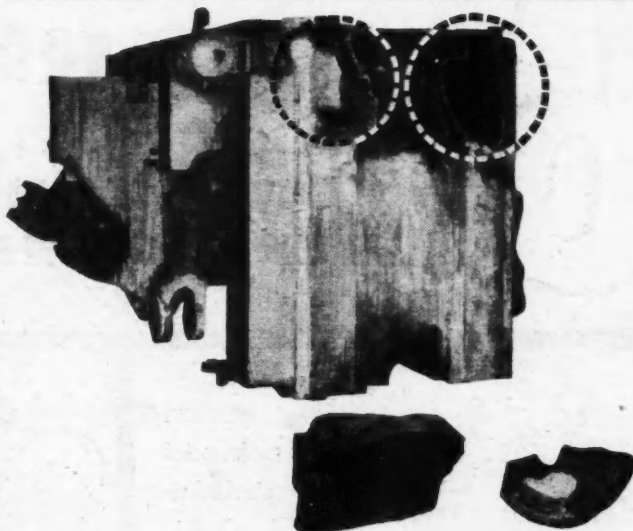
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UXBRIDGE MIDDLESEX ENGLAND

Two thousand gallons of specialist Transformer Oil is carried in this sturdy little tanker shown above. It is made and mounted by The Steel Barrel Co. Ltd., on to a Thornycroft chassis. Below, carrying 1,600 gallons of lubricating oil, is another tailored tanker of quality on an Albion chassis. Fleets of these reliable little vehicles operate around the country to supply garages everywhere. The fashion of oil carrying changes considerably with the years and small containers of oil are being replaced continuously by vending units which are bulk filled by such vehicles as these. Particular conditions require particular tanks and with half a century of experience in tankbuilding The Steel Barrel Co. Ltd., are highly qualified to design and build, in addition to the tank itself, all the most intricate draw-off apparatus that may be required for any liquid. Phone us at Uxbridge 8535.

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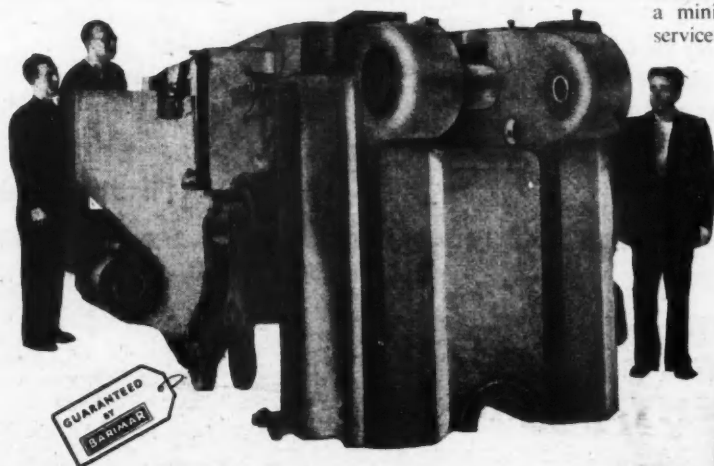
# A BARIMAR Achievement to Grow About



HERE is a recent repair of which Barimar are mighty proud. It was a welding job in which every moment counted, for many thousands of pounds of productive work for the British Motor Industry was at stake.

THE PICTURES tell a vivid story of the repair of the crown of a giant power press that stamps out tens of thousands of body panels and components for the motor industry in Great Britain every year. This press crown weighed twenty tons and the damage that had to be repaired was grievous. The top picture shows two of the four heavy toggle-shaft lugs that were broken right away. The repair of each lug was a poser in itself, the kind of poser that Barimar experts delight to tackle and solve. There were also serious cracks and fractures in the main body of the casting and twenty-five feet of cracks and fractures had to be welded in metal up to 7 ins. thick. Throughout, the job called for superlative welding—Barimar Scientific Welding that stands up to tremendous strain.

THE OTHER PICTURE, on the left, shows the completed job. The lugs were lined up so accurately before welding that subsequent machining was reduced to a minimum. The crown was ready for service again within record time, so losses on production were reduced to the lowest possible level. Only Barimar could have tackled an outsize job like this—only Barimar could have returned the repair to the owners with the famous Barimar Money-back Guarantee.



ALL BROKEN PARTS which are transportable must be sent CARRIAGE PAID or delivered to the nearest Barimar Branch. Please remove all fittings, and post letter advising dispatch. When it is impossible to transport the damaged machinery, Barimar experts will operate ON THE SPOT.

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**CYLINDER HEADS:** Broken and cracked heads, cracked and worn valve seats, chipped, warped or damaged faces, broken rocker standards, defective camshaft bearing housings, cracked stud holes, stripped plug threads, IRON OR ALUMINIUM.

**CRANKCASES:** Fractures caused by broken connecting rods and run big ends, broken-off bearing arms, smashed sumps, cracked stud housings, broken bearing and flywheel housings, stripped drain-plug threads, IRON, ALUMINIUM OR ELEKTRO.

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	<p><b>2</b> They are correctly riveted or bonded and precision ground to specified contours</p>		<p><b>5</b> They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping</p>
	<p><b>3</b> They bed down quickly to full contact area and give highest efficiency braking in minimum time</p>		<p><b>6</b> They are your assurance that your vehicle braking is as good as new</p>

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GIRLING FACTORY LINED  
REPLACEMENT BRAKE SHOES**



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*"Certainly I am, this cab is a beauty."*

*"That job's a bit hard on the wagon, isn't it?"*

*"This HERON comes through all right; it's designed for the job. A custom built truck you know, made from the right stuff."*

*"My PAX II's just turning a hundred thousand and feels good for another."*

*"She certainly looks easy to load and unload, that platform is well down below average."*

*"Oh yes, but then Dennis specialise in low loaders and they have a dozen different ways of getting the deck nearer the ground."*

*"Dennis certainly think about the driver and they're the truck for me!"*



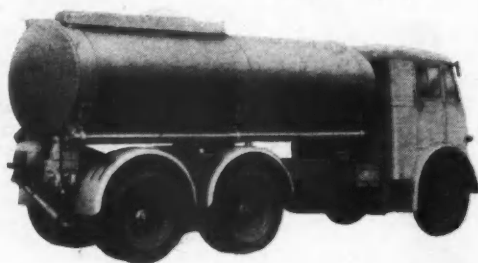
Dennis Vehicles are used extensively by large and important concerns throughout Industry and Commerce.

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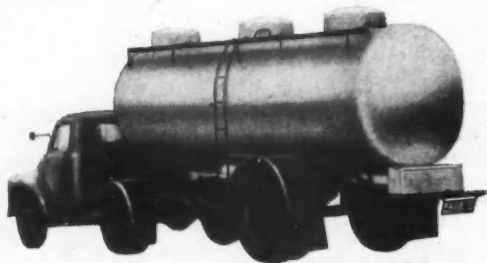
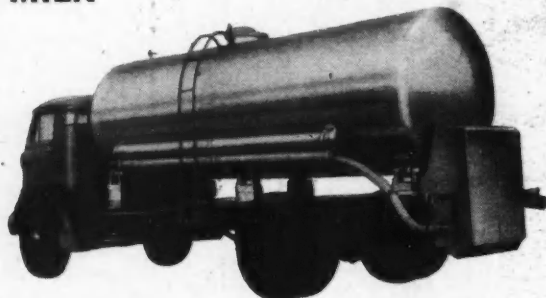
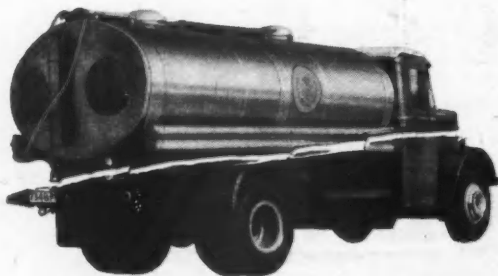
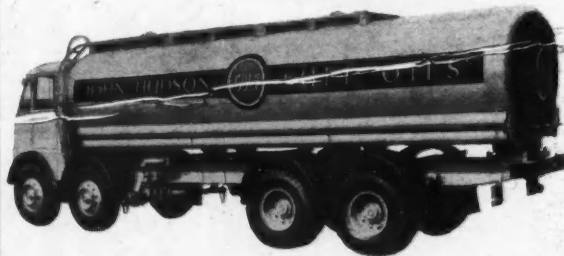
Fulllest information and the name of your nearest distributor will be gladly sent you.

# DENNIS

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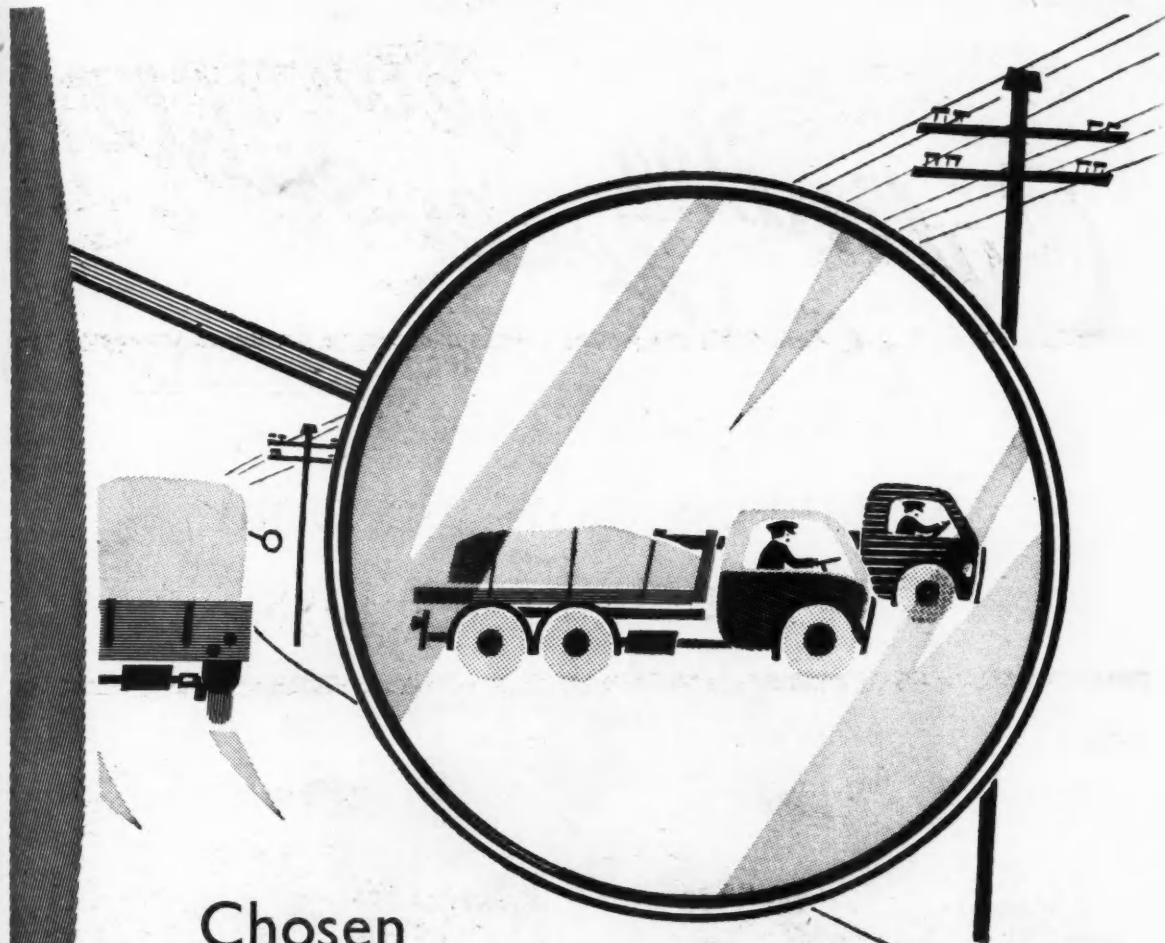
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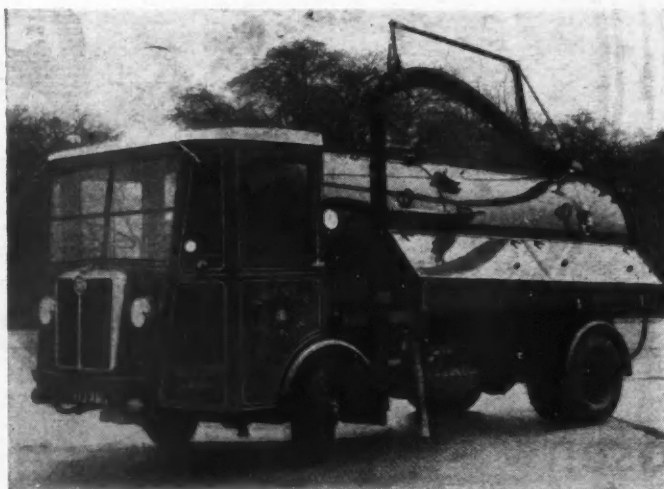
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**'Only one concern in this country  
makes complete articulated outfits'**

THE COMMERCIAL MOTOR, JAN 2nd 1959



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"Artics" are in the news. More and more operators are appreciating the tremendous advantages obtained from the complete design-matched articulated vehicle—motive unit and semi-trailer built by one manufacturer . . . Scammell.

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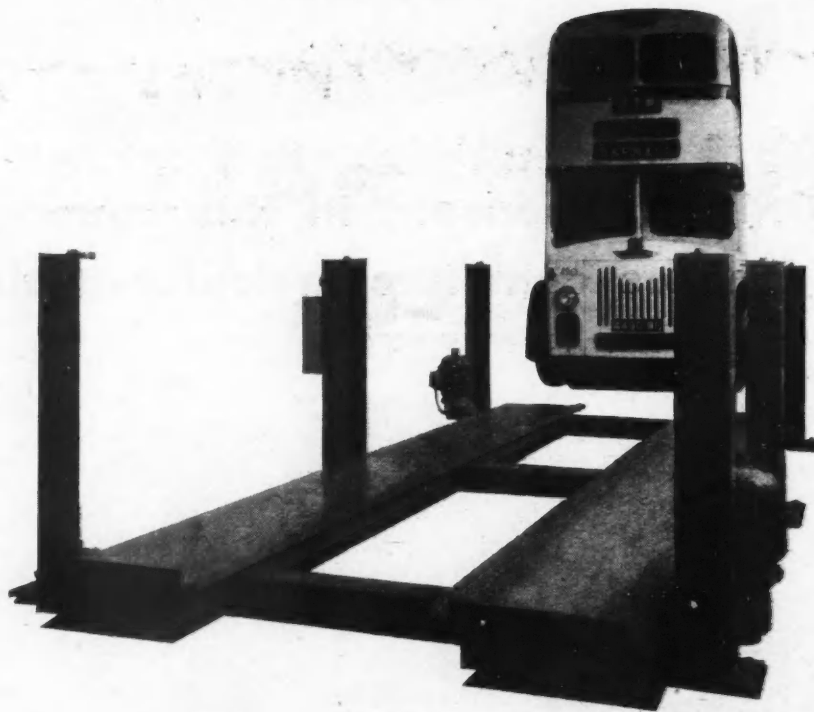


photo courtesy of Sheffield Transport Department

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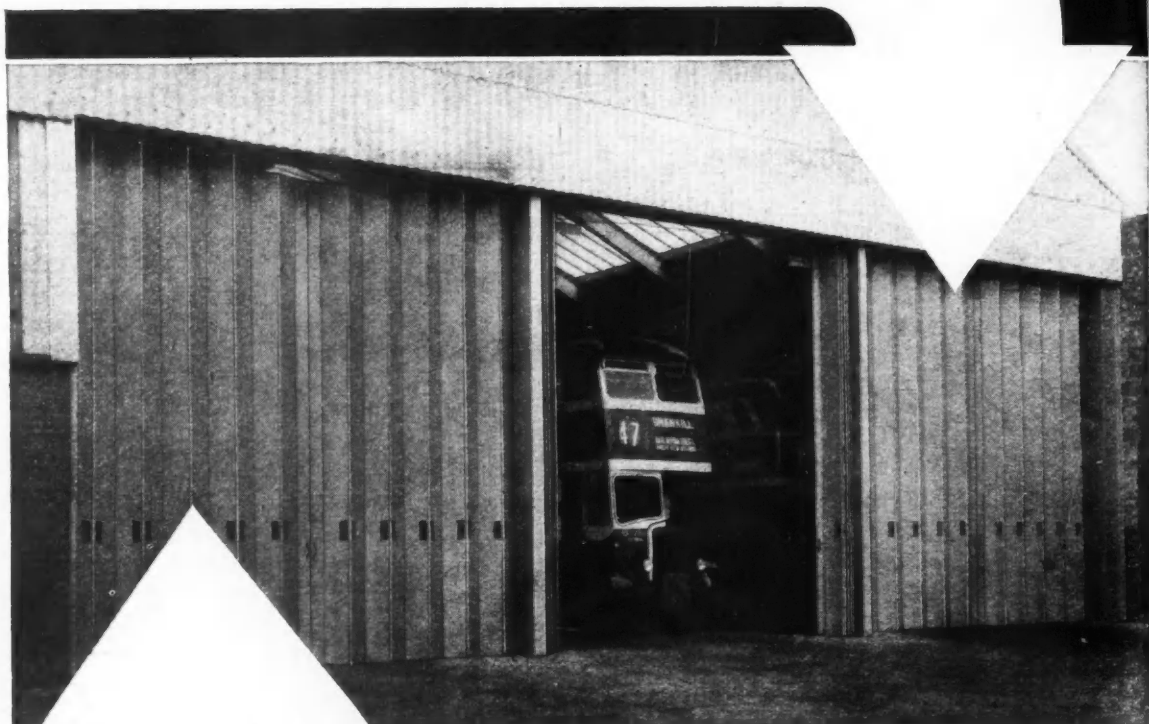
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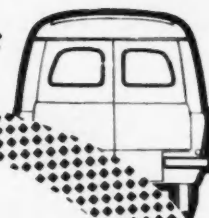
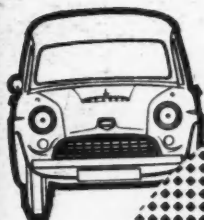
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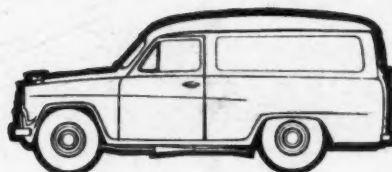
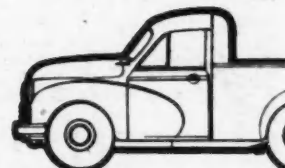
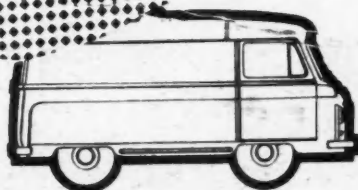
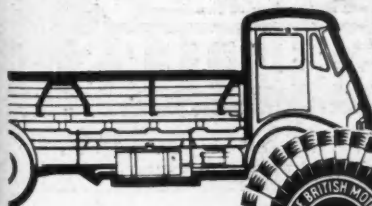
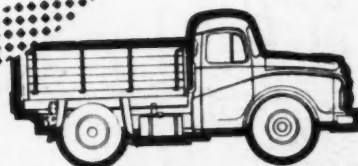
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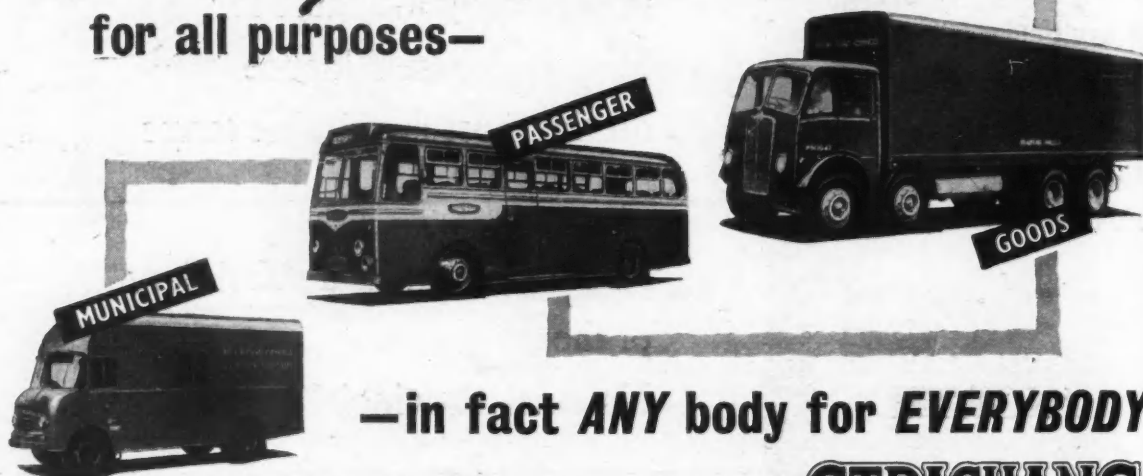
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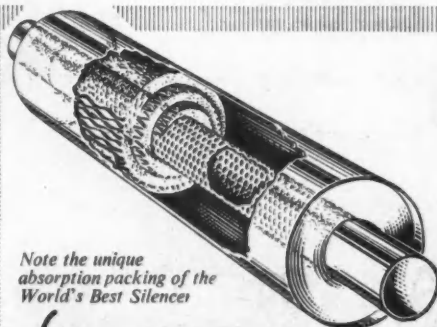
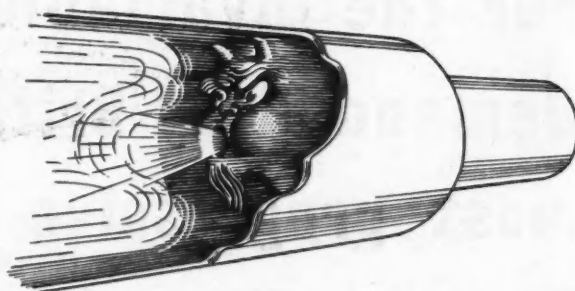
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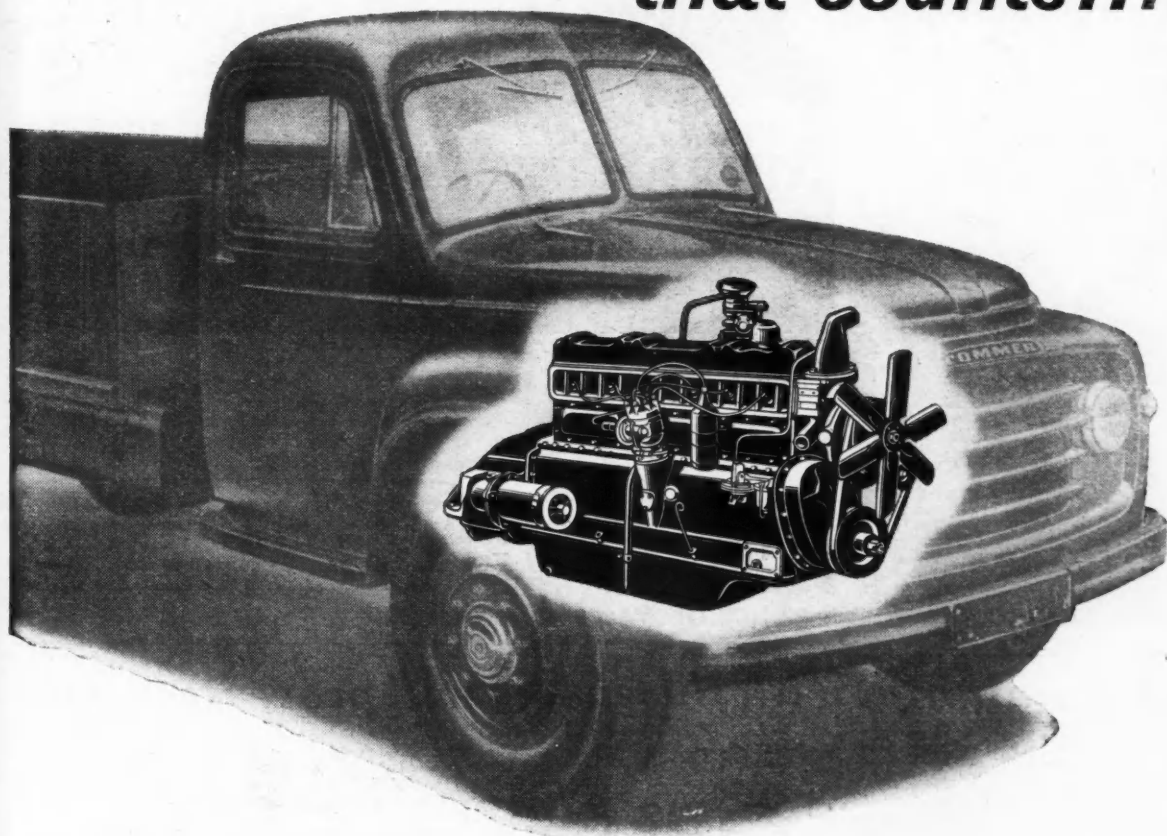
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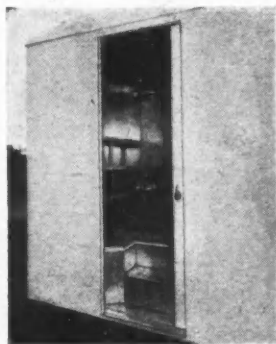
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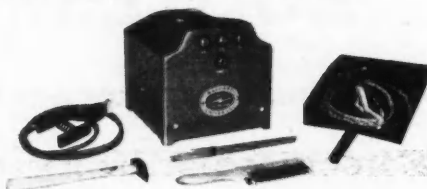
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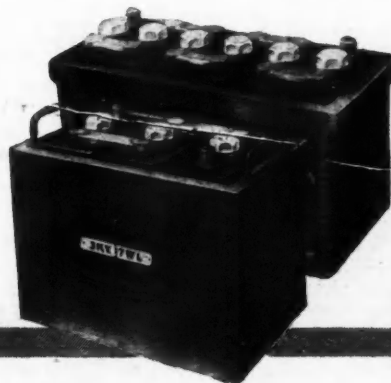
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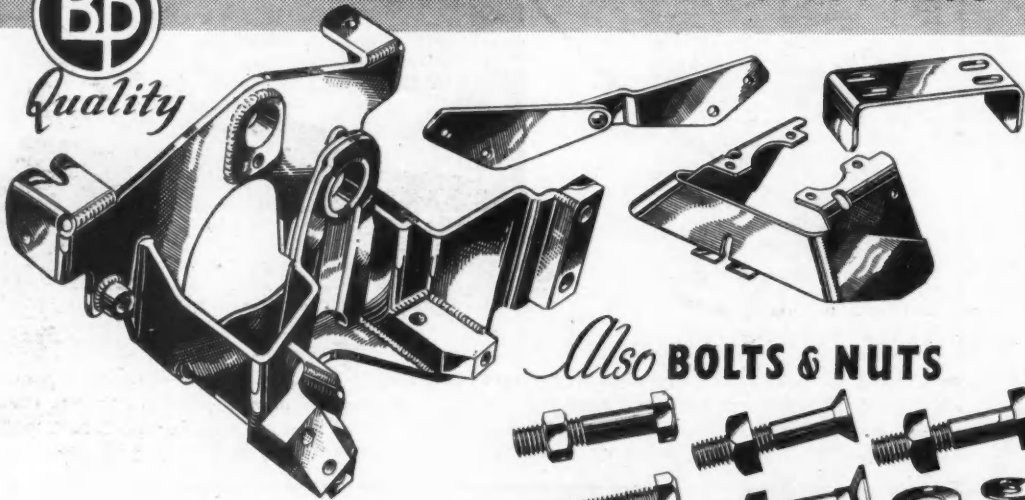
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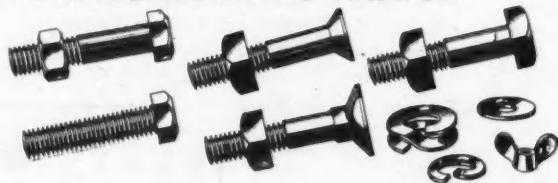
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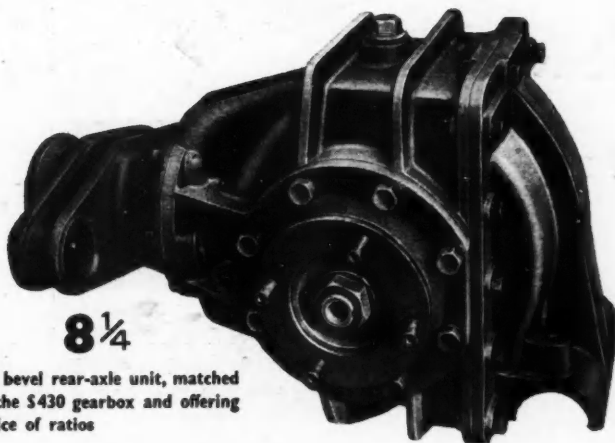
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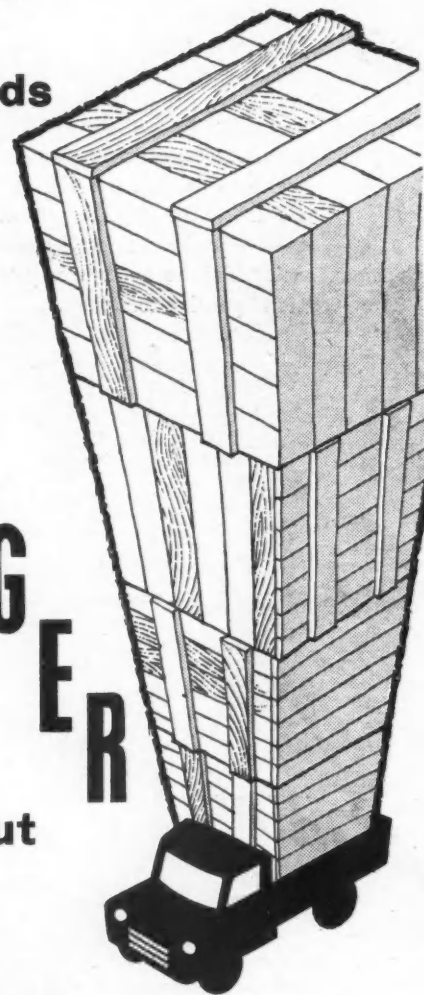
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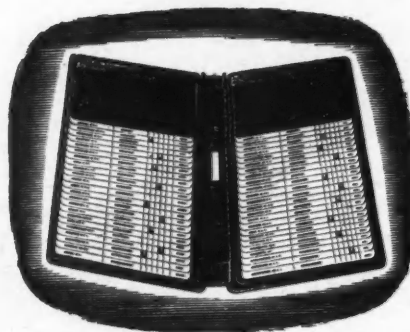
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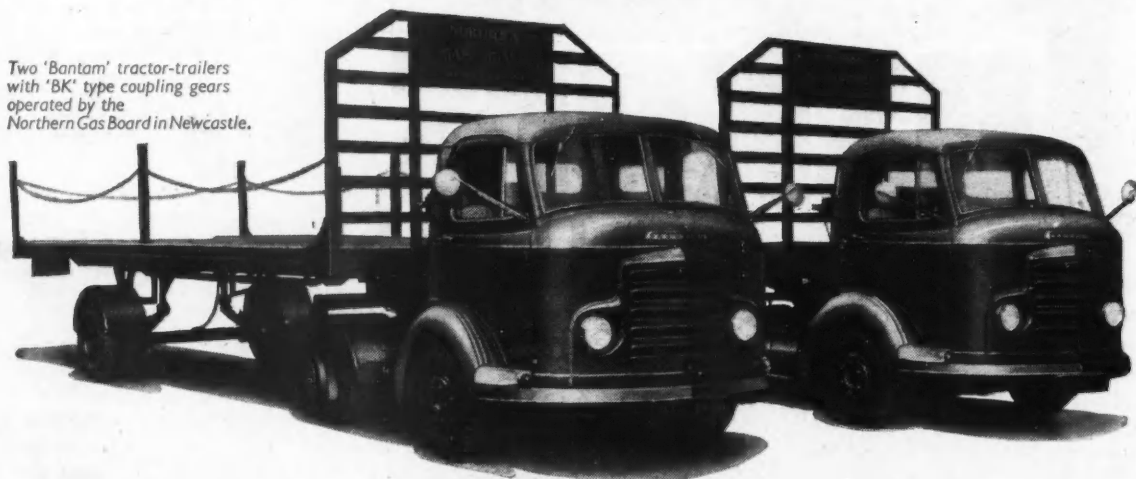
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## To Wait—Or Not?

**H**AULIERS who hold more than one special A licence expiring on different dates this year and later, have to decide whether to make one application for "renewal" and combine all the vehicles on one licence, or whether to apply separately as each licence reaches the end of its currency. The Licensing Authorities would probably encourage a combined application, because a number of separate "renewals" would greatly increase the volume of their work, which is already onerous.

Each haulier will, however, have to make his own decision after considering the value which he attaches to the right of assignment during the unexpired period of a licence. That entitlement would, of course, disappear once he had made an application covering all his special A licences.

If an operator is unlikely to wish to dispose of any of his vehicles, which would otherwise carry the right of assignment for a little longer, any risk attaching to a joint application may not be great so long as all the vehicles are reasonably employed and will continue so to be. One application would save time and trouble and dispose of the matter.

On the other hand, it is perfectly legitimate to wait for "renewal" until each licence expires. In this connection, it is necessary to bear in mind the degree of proof which the Licensing Authorities will require on the expiry of a special A licence.

### Proof of Need

They will call for a year's statistics showing the tonnage carried, mileage run and receipts, together with a description of the traffics handled and districts or places served as a normal practice. These particulars must cover the year immediately preceding the expiry date. The availability or otherwise of convincing proof of the need for the "renewal" of a special A licence may well determine whether a haulier makes a combined application or waits, in the hope of improved trading, for the expiry of each licence.

If, as is usual, vehicles on special A licences are worked as a fleet carrying common traffics to common destinations, the normal user will be all-embracing, but what of applications made at intervals for individual licences? Hauliers will naturally wish to ensure that

### Points About "Renewals" to be Considered by Holders of Several Special A Licences

whichever course they select, the result in the long run will be the same. If they decide to make separate applications they will be well advised on the first "renewal" to specify a normal user appropriate to the fleet as a whole, and not to the vehicles immediately concerned. Otherwise, complications will undoubtedly arise later.

Hauliers who have already had to apply for the substitution of ordinary A for special A licences, because they wished to increase the weight of a vehicle, will know something of the procedure. They should, however, remember that normal user should not be altered with successive applications for the sake of doing so.

Even if amendments pass unchallenged, it is against a haulier's interests to have a variety of terms of normal user attached to his operations. The multiplication of normal users increases the dangers inherent in Section 9 (4) of the Transport Act, 1953, which empowers a Licensing Authority to suspend or revoke a licence because the applicant made a false statement or has not fulfilled a statement of intention.

### Normal-user Trap

Care must be taken by the operator holding an ordinary A licence, who seeks to vary it by adding to it a special-A licence vehicle at the same base or in the same traffic area. In one case, a haulier applied for such a variation of a licence with a normal user, "mainly within 25 miles of base," although the special-A vehicle which he sought to transfer to it was engaged on long-distance work. The application was granted, unopposed, and, but for the vigilance of a road-rail negotiating committee, the operator might have made further similar applications and caused himself great difficulty.

Hauliers seeking variations or the "renewal" of special A licences should be prepared for objections from the railways and should, therefore, take sound legal advice. The importance of this warning is emphasized by a case reported in *The Commercial Motor* last week in which an operator sought to substitute a larger horse-box on an ordinary A licence for a lighter model which he ran under a special A licence. The special A licence originally covered a tipper, but the vehicle was exchanged more than three years ago for a horsebox.

The railways strongly opposed the replacement of

the old horsebox by a larger and more modern model, and claimed that the haulier had entered horse transport through the back door. They admitted he had done nothing unlawful, but argued that his method of entry was wrong in principle. This plea was demolished by the Yorkshire Deputy Licensing Authority, who declared that the special A licence had been acquired legally and the applicant was fulfilling a public need by operating a horsebox under it.

The 1953 Act places no restriction on the exchange or conversion of vehicles bought from British Road Services, provided that they are of the same or less

unladen weight. A special A licence may be refused only if the Licensing Authority considers that the vehicle concerned is proposed to be operated from a base from which it cannot conveniently serve the same area as it covered when in the hands of B.R.S.

Parliament clearly had no intention of preventing the buyer of a B.R.S. vehicle from changing the nature of the traffic carried, otherwise they would not have confined their attention to the area of operation. Nevertheless, the railways will use any means to harry an applicant and adequate representation in court is vital

## Front-wheel Drive for Motorways?

**N**O vehicle maker would consider producing a standard goods chassis of the heavier type for long-distance work in this country which was below average with regard to the traction provided on steep gradients in wintry conditions. Although a minority of vehicles is purchased by users who operate throughout the year on substantially level roads, it is virtually inevitable that before a chassis is scrapped it will be required to haul full loads over hilly routes. Types of chassis that were not suitable for general haulage in any part of the country would, therefore, be unacceptable to the great majority of operators, including those whose traffic was restricted to areas with no severe gradients. In the latter case, however, the low re-sale value of the vehicle would be a deterrent.

Vehicles specifically developed for motorway operations will be designed to provide the optimum economic advantage from sustained high speeds over routes with minor gradients, and for multiple reasons they may be unsuitable for general traffic on other roads. These include the use of a larger engine and a transmission system matched to the characteristics of the motorways, as well as specialized auxiliaries.

Looking ahead, it is probable that such vehicles will form an individual category and will not be purchased

in used condition for a different type of traffic. Reduced traction under critical gradient conditions would not, therefore, be regarded as a disadvantage.

When a vehicle is moving forward on a gradient, part of its weight is transferred to the rear axle, and this adds to the maximum traction potential of the back wheels. When the drive is transmitted to the front wheels the loss of traction on a steep gradient with a greasy surface results in wheel slip at a reduced torque compared with a conventional rear-wheel drive.

If this had not been an inherent disadvantage of front-wheel drive there is little doubt that it would have been developed for many types of goods vehicle as a means for increasing load-carrying facilities. It would give the vehicle designer the opportunity to build a self-contained unit comprising the engine, gearbox and steering gear, which could be used in conjunction with a wide variety of body types with the minimum complication, because it would eliminate driveshafts in the main structure of the vehicle.

The development of a front-wheel drive should be seriously considered by those makers who are planning to produce specialized motorway vehicles. It is pertinent that, although a tendency of the front wheels to slip on ice reduces traction, it is favourable to stability.

## Passing Comments

### *An American on British Advertising*

**I**T is not often that references to advertisements are made in the editorial section of this journal, but on this occasion the mention is prompted by an article from Mr. Fred R. Messner, which appeared in a recent issue of the American journal, *Printers' Ink*. The author referred in glowing terms to an advertisement prepared on behalf of Wilmot Breeden, Ltd., by W. S. Crawford, Ltd., which has appeared in several British journals. It was headed "The Light Touch" and Messner says "to borrow a term from the hipsters, this automotive components ad. is a 'gas'."

"Feast your eyes on this copy: 'You push button, door opens. Hurry. Must. Slam therefore. Starter. Whoosh. Some getaway! Door shut. No rattle. Safe. Remember old car once? Brass knobs. All admire. But locks, doors! . . . Sharp corner. Doors open. Aunt on road. Undignified. Doctor, Lawyer. Cut out of will. Unfortunate. Never again now. Wilmot Breeden makes locks. . . . Last word. Ruthless testing. . . .'" And so on concerning

bumpers, windows, winders and some other components.

Messner continues, "It may not be the King's English, but I refuse to believe that anybody, once started on that copy, could stop without reading it all the way through. Methinks our British brothers have it all over us in advertising daring. I can recall no American business paper . . . which gave me the same madcap pleasure in reading, and yet conveyed such an unmistakable sales message." He adds many more compliments, but these are enough to show that he was pleased.

### *Mightier than the Pen*

**T**HE engineers of a well-known company manufacturing pens predict that they will soon be producing a self-propelled, electronically controlled draughting instrument that will automatically execute all kinds of geometric form without error. This will be achieved by setting the instrument's calibrated dials and buttons. The name to be given to this successor to pencil-pushers is Robo-draft.

### Employing Little-used Railways

IS it necessary to leave virtually unused railway tracks derelict or even turn them into roads at a heavy expense? This question is prompted by a reminder from a man who was formerly a prominent railway engineer in the Argentine. His company, in 1928, developed a system of running solid-rubber-tyred Thornycroft lorries on the rails, on which they were guided merely by the simple addition of steel plates mounted just outside the wheels. These plates could be fitted or removed in a matter of a few minutes and the steering locked or freed.

The railway concerned was active as regards running mainly goods trains, but the times of these were notified to the road transport department so that their vehicles could be removed from the rails on to the roads as required. Distances of 50 miles or more by rail were covered by the Thornycrofts, which then completed their deliveries by road, or to stations as was needed. Later, trailers operating on the same principle were added, and at least three could easily be hauled.

This seems to have been a remarkably simple method of combining the two functions and might well be applied even in these more modern times. The difficulties to be overcome were found to be very slight and the expense comparatively negligible. It is, of course, not the sort

of scheme that could be applied to a busy railway track.

About that time certain manufacturers of motor vehicles built some rather complicated dual-purpose vehicles equipped with flanged wheels, the normal wheels being dropped for road work, or the action reversed and the flanged wheels lowered for rail use. The French also used a considerable number of railcars with special Michelin pneumatic tyres which were the forerunners of the present type with steel carcasses, but these were not intended for road use at any time, so that there would appear to be no special objection to using pneumatics in place of the solids employed on the vehicles running in the Argentine.

### What's In a Name?

PROGRESS in production depends not only upon ability to understand problems and their solutions, but also on intelligent communication of that information to others. Understanding is frequently limited by careless or loose terminology. This can be more serious than the misunderstandings resulting from the problems as between engineers and management personnel. When the same name means the same thing to everyone, communications will automatically become simplified. Then, many of the engineers' problems will vanish.

## One Hears—

Of dogs worrying sheep, but seldom of sheep worrying a Licensing Authority.

That "improvements in nozzles" do not necessarily indicate plastic surgery.

That American Trucking Associations, Inc., recently celebrated their Silver Jubilee.

The remark, perhaps cryptic to some, that our artist, "Mec," is obviously a dog fancier.

That Russia is planning a walking excavator with a 65-cu.-yd. bucket, and 137-yd. boom.

Sighs of relief that the size of relief may be reduced as trade improves with the continued removal of restrictions.

That the U.S.A. railways have persuaded Congress to arrange a railway-loan guarantee system—presumably using public money.

That for many years they had been alleging that road transport was being subsidized.

That Catalator plugs for batteries contain palladium pellets which condense the gases usually lost when charging, thus saving much topping up.

That the "U.S. Industrial Digest" is being published by Internal Communications, Inc., which, being abbreviated to ICI, may cause some complications.

That turbochargers may be the answer to many an engine-power problem.

That a fully adjustable driver is even more important than a similar type of seat.

From a reader, that if a pig-traffic appeal referred to road hogs it would be in vain.

That rubber wings will not melt in the sun, as did the wax ones of a mythological character.

That by 1965 the Gorky Motor Works are to increase output by 50 per cent., and to do this they are to install 136 new production lines, 136 miles of conveyor and 1,400 machine tools.



"What's this I hear about you winning a football pool, Bert?"



# Hauliers Sceptical About 10-hour Rail Service

BY A SPECIAL CORRESPONDENT

LONDON hauliers engaged on the London-Glasgow trunk route view with some scepticism the announcement that, from March 16, British Railways London Midland Region are to introduce 75 m.p.h. diesel-electric locomotives hauling 200 tons of freight on the London-Glasgow service. It is stated that the journey will take 10 hours in each direction and 4-ton containers will be carried at £16 and £18, according to their volume.

Hauliers doubt whether a 10-hour journey time will have any significant effect on the time of travel from door to door, and point out that a customer who hires a 4-ton container and is unable to load it to capacity is paying a high rate.

Road haulage rates from the London area to consignees in Glasgow vary, according to the nature of the load, from £3 15s. to £5 per ton. J. and H. Transport Services (Peckham), Ltd., for example, quote the lower rate. In their case, door-to-door delivery occupies 36-38 hours.

Road Services (Caledonian), Ltd., quote from £3 10s. to £5 per ton, the journey from the London depot to the Glasgow consignee taking some 20 hours. J. and A. Smith of Maddiston, Ltd., charge £4 10s. per ton and are two nights on the road.

Atlas Express Co., Ltd., Rotherhithe, as parcels specialists, would welcome the 10-hour rail journey, giving the customer a much speedier service than exists at present. They believe, however, that not all railway depots are sufficiently well equipped with cranes of adequate capacity to deal with heavier traffics.

Mr. R. E. L. Lawrence, divisional traffic manager, British Railways, giving details of the new service, said: "There has never been a surface freight movement so fast as this in this country. We are out to get all the traffic off the road we can." The Condor ("container door-to-door") service will operate on five days a week.

## Special Low-loaders Not Needed?

THE proposed expenditure of £24,000 on new vehicles to undertake a 4,000-ton pipe haul from Scotland to North Wales came in for strong criticism when McKelvie and Co., Ltd., Barrhead, resumed their application before Mr. W. F. Quin, Scottish Licensing Authority, last week (*The Commercial Motor*, January 23).

At an earlier hearing, the company had stated that in order to carry outside tubes on the 280-mile-long journey, with a low bridge to face near the delivery end, specially designed articulated outfits were necessary. That hearing was adjourned so that a director of the company undertaking the pipe contract—Marshall and Anderson, Ltd., Motherwell—could attend to back up McKelvie's claims. The delay was also arranged to allow British Railways experts to be taken to Glasgow.

Last week's hearing was also adjourned, but not before evidence had been submitted. For Marshall and Anderson, Mr. J. Marshall, a director, said he did not know exactly where the low bridge was, although he knew there was one on the proposed route from Motherwell to Blaenau Ffestiniog.

He added that he had never contacted British Railways about their handling the traffic. The company had had previous disappointments with the railways' way of doing things when it came to working to a strict time schedule. There was really no objection to rail transport in theory—but it had never worked. If McKelvie's told him they could do a thing he usually found they could.

Mr. Marshall refused to state what rate he had been quoted by McKelvie's, but

indicated that even if he had to pay much more for his transport he would prefer to have his traffic sent by road rather than by rail.

Railway evidence was given by Mr. William Griffiths, district commercial manager of the North Western Region, who spoke of excellent road facilities from the railhead. On behalf of B.R.S. (Pickfords), Ltd., Mr. W. Ingham, the north west area manager for heavy haulage, recalled that Pickfords had taken loads to the site in question without being hampered.

They had handled many loads similar to the ones McKelvie's were contemplating without specially designed vehicles, and he did not think the vehicles described by McKelvie's were necessary. This was backed up by Mr. Noel Wynn, of Wynn and Sons, Ltd., who said they had handled similar loads on existing vehicles, so he was sure special designs were not required.

He admitted that on one road into the area there was a low bridge, but stated that he could find a better route which would obviate this obstruction.

Mr. Quin adjourned the hearing until March 9.

### NO LOADING BAN—YET

PROPOSALS for banning the loading and unloading of vehicles during specific hours in congested areas of Newcastle upon Tyne have been shelved for four months by the city council. Meanwhile, they are giving full support to the "Kerb Space is Precious" campaign, organized by the Traders' Road Transport Association.

## Exception to Protection for Losing Services

OPERATORS of unremunerative services must generally be protected against abstraction by newcomers from their existing facilities and must be given preference in the provision of new services, says the Minister of Transport in an appeal decision announced on Monday. Moreover, they need not show that they cannot continue to run unremunerative services without further revenue.

Nevertheless, he has upheld an appeal by a small company and has ordered licences granted by the North Western Traffic Commissioners to three large operators, who run unremunerative services, to be revoked.

F. Sykes and Sons, Ltd., appealed against the refusal of express services from Appleton and Broomeedge to the Atomic Energy Authority Establishment at Risley, and the granting of a joint express service from Appleton to Risley to Lancashire United Transport, Ltd., North Western Road Car Co., Ltd., and Warrington Corporation, and an express service from Broomeedge to Risley to L.U.T. and North Western.

The Minister was particularly impressed by the preference of the A.E.A.E. for Sykes' service, by the joint operators' reluctance to provide the facilities, and the proposed use by Sykes of a certain bridge. Sykes' arguments were sufficient to outweigh the joint operators' claim to preference on the ground that they provided unremunerative services. The licences granted to them are to be revoked.

### LONDON BUS TRAFFIC 19.3% DOWN

PASSENGERS carried by London Transport's buses and coaches last year were 19.3 per cent. fewer than in 1957, and mileage dropped by 15.8 per cent. Trolleybus traffic declined by 20.7 per cent. and mileage by 17.2 per cent. Over the whole of London Transport, traffic fell by 16 per cent. and mileage by 11.5 per cent.

The British Transport Commission's Scottish and provincial bus undertakings recorded an increase of 0.5 per cent. in passengers and 3.8 per cent. in mileage. The Tilling Group raised their traffic by 0.3 per cent. and mileage by 3.4 per cent., and the Scottish Group carried 0.8 per cent. more passengers and travelled 4.6 per cent. more miles.

Revenue statistics for the first four weeks of this year show that provincial and Scottish bus receipts amount to about £4m.—a slight drop on the figure for the corresponding period of 1958. London Transport's road service revenue declined from £4.3m. in the first four weeks of 1958 to £3.9m. this year.

### VIGZOL-MAXIMA MERGER

AN amalgamation of Vigzol Oil Co., Ltd., and Maxima Lubricants, Ltd., is being negotiated. The consideration is one Vigzol 2s. ordinary share and 2s. 3d. in cash for every two Maxima 1s. ordinary shares.



## New A Licence for Eight Lorries Granted: Contract A Transfer

A NEW A licence for eight vehicles was granted to Mr. T. H. Rowe, a Salford haulier, on Monday, by the North Western Licensing Authority, Mr. F. Williamson. The application concerned 10 vehicles in all. Mr. Rowe wanted to transfer six from contract A to A licence and to acquire four more on A licence with a normal user of: "Tiles, fireplaces, clay, bricks, flint and asphalt, Great Britain."

Mr. J. A. Dunkerley, for Mr. Rowe, said it was a three-point application—1, a six-vehicle transfer from contract A to A licence; 2, the replacement of a customer's C fleet by A vehicles; 3, the replacement of sub-contracting, which was entirely unsatisfactory to the customer.

The whole of the work would, in effect, be for two customers, Pilkingtons Tiles, Ltd., and the Limmer and Trinidad Lake Asphalt Co., Ltd. In addition to the six contract vehicles there were at present three vehicles on an A licence.

Mr. T. H. Rowe, answering Mr. G. P. Crowe, for the British Transport Commission, said the application was made at Pilkington's instigation, and the outward traffic was all for that company with backloads of clay and flint from London, Dorset, Devon and Cornwall.

The asphalt company had recently closed their Bootle depot, and had asked Mr. Rowe to carry block asphalt from Glasgow, Cardiff and London to replace that formerly carried from Bootle by their own vehicles. Pilkington's deliveries were throughout Great Britain from Wick to St. Ives. If a licence were granted, the work would be solely for these two customers.

Mr. Crowe pointed out that the asphalt company's evidence was only that they might require more transport. The earnings per unladen weight ton of the A and contract vehicles was, respectively, £971 and £791 in 1958, and a grant of five vehicles would be sufficient.

Of the additional vehicles, one could replace the hiring which now cost about £3,000 a year. The remaining lorries, which Mr. Rowe had said were wanted for asphalt work, should be refused.

Mr. Williamson said that taking into account the hiring, the surrender of the C licences, the undertaking given by Pilkington's not to take out further contract or C licences, and the specific statement of intention by Mr. Rowe, the proper figure for a grant was eight vehicles.

### COMMISSIONERS MAY USE THEIR OWN KNOWLEDGE

IN an appeal decision released this week, the Minister of Transport confirmed that Traffic Commissioners were entitled to take into account general knowledge which they acquired in the course of their office.

He did so in dismissing an appeal by Seamarks Bros., Ltd., against the Metropolitan Deputy Traffic Commissioner's refusal to grant them an express service from Luton to Brighton and Worthing. Existing services, including those provided by Travel House (Luton), Ltd., could, he said, meet the need.

If additional facilities were required, Travel House, who already operated a direct but limited service from Luton to Brighton, should be allowed to develop it if they were willing to do so, instead of introducing a second and similar service.

## Haulage Take-over Delayed: Normal User Changed

PLANS by James Banks (Carriers), Ltd., Dundee, to take over the Northern Motor Lorry Co., Dundee, who hold a four-vehicle A licence, were held up last week by Mr. Alex Robertson, Scottish Deputy Licensing Authority, when he said he would have to see a copy of the agreement of sale and the Articles of Association of the limited company before giving a decision.

Mr. James Banks said in evidence that he had been managing Northern Motor Lorries since July, 1957, when the owner, Mr. J. M. Chaplin, began to fail in health. At present, Mr. Chaplin was getting £7 10s. a week out of the business.

In 1956, he and Mr. Chaplin entered into an agreement about the take-over, but an application had to be withdrawn when he failed to obtain sufficient capital. The vehicles included in the agreement at that time had all been replaced. The normal user of Mr. Chaplin's vehicles was now: "Raw jute, jute manufactures,

metal, wood, building materials and foodstuffs within the Dundee district and a radius of 25 miles.

However, this had not been adhered to since the Dundee, Perth and London Shipping Co., Ltd., had ended their steamer service to Hull. Northern Motor Lorries were now handling the traffic which had previously gone by sea, helped out by the five contract A licences held by James Banks (Carriers), Ltd.

Besides permission for the take-over, Mr. Chaplin sought continuation of the licence with the normal user amended to: "Raw jute, jute products, building materials and foodstuffs within the counties of Angus, Perth, Fife and Midlothian; linoleum products to Hull and Manchester."

Mr. John S. Wilson, of the Dundee Linoleum Co., Ltd., said Banks' had taken all his company's products to Hull and Manchester since the shipping service ended in May, 1957. In addition, traffic

## Forms Were Wrong—Assignment Postponed

THE necessity of the greatest care in dealing with forms was again illustrated at Stockton on Tees, last week, when the Northern Licensing Authority, Mr. J. A. T. Hanlon, refused to grant a special A licence assignment to Gardner Bros. (Langley Moor), Ltd., until February 11 because their application form was received a day late and was undated.

Mr. Hanlon said the application form was received on January 22, undated, but the date of delivery was given as January 21. If the vehicle were delivered before the application were made by the assignee the licence lapsed as soon as it left the hands of the assignor, Teesside Carriers, Ltd. Thus Gardner's had had no right to use it.

Consequently they were not entitled to a grant as of right or to use the lorry until a grant was made because they were in the same position as an A-licence holder whose licence had expired before there was a renewal.

Mr. R. Gardner, a director, said the omission of the date was an oversight. He had been informed only the previous day that he was using the vehicle unlawfully, although it was not used until after the application form had been sent in.

Mr. W. E. Wagstaffe, secretary of Teesside Carriers, said the vehicle was an eight-wheeler of 7 tons 17 cwt. unladen, and was originally on an A licence. It was agreed to sell it to Gardner's if it could be transferred to special A. This was done and the assignment forms sent in on January 19. The vehicle was delivered on January 21.

There was no doubt, said Mr. Hanlon, that the vehicle had been operated without a licence, but he was satisfied that it was a genuine mistake on Gardner's part. But this was no excuse. Teesside Carriers were in no way to blame. The grant would be suspended for five days.

formerly sent to London through the shipping company had been transferred to Banks' on a contract licence.

There were objections by Road Services (Perth), Ltd.; Allison's Transport (Contracts), Ltd.; Dundee, Perth and London Shipping; and the British Transport Commission.

Mr. W. D. Connochie, for the private road operators, submitted that the service had been purely local until Mr. Banks stepped in. There were no mitigating circumstances for the change of normal user so the application should fail.

Mr. Robertson said he did not want to inflict punishment on Mr. Chaplin, a very sick man, by refusing the entire application, so he would grant the continuation of two of Mr. Chaplin's vehicles, provided the normal user were amended so that the Hull and Manchester traffic was confined to products of the Dundee Linoleum Co. This was agreed to by the applicants.

## More Fare Increases Granted in the North and in Scotland

**T**HIRTEEN Scottish bus operators were last week granted fare increases by the Scottish Traffic Commissioners to bring their schedules into line with those of the big companies. The only opposition came from Dunbarton County Council, who said theirs was a formal objection.

To this, Mr. W. F. Quin, chairman, pointed out that approval of the operators' proposals was not a formality. If sufficient grounds could be found against the increases, or if the data supplied by the operators was considered insufficient, the Commissioners would refuse the application, despite the normal policy of bringing fares into line wherever possible.

The operators granted increases were McGill's Bus Service, Ltd.; Paton Bros., Ltd.; Rothesay Motor Services; John Carmichael; A.A. Motor Services, Ltd.; Ayrshire Bus Owners (A1 Service), Ltd.; Clyde Coast Services, Ltd.; Cunningham's Bus Services, Ltd.; Graham's Bus Service; Isaac Hutchinson; Peter Irvine and Sons; J. Laurie and Co.; and J. and J. Leith.

### Glasgow Proposals

Glasgow Corporation are to seek increases to meet an estimated deficit of £713,000 on the current year's working. It is proposed to merge the motorbus, trolleybus and tram fares into one scale, with a minimum of 3d. and a maximum of 10d. Fares on the underground system will also go up.

If the application is granted by the Scottish Commissioners, the biggest blow will fall on tram and trolleybus passengers, for the present maximum fare of 6d. will be replaced by charges of 8d., 9d. and 10d. On all services the existing 4d. and 6d. fares will be abolished.

Weekly season tickets costing 10s. for 24 journeys will be replaced by 8s. 12-journey tickets, but the concessionary fare of 1d. for old age pensioners will be retained and so will half fares for juveniles.

### General Manager's Scheme

It is understood that proposals submitted by the general manager, Mr. E. R. L. Fitzpayne—a maximum fare of 1s. on motorbuses, the complete abolition of season tickets, and the doubling of pensioners' fares—were rejected by the majority Labour group, although Cllr. P. Meldrum, the group's leader, said they still had every confidence in him and the transport committee.

The proposed increases would yield about £700,000, but Labour's opposition on the council claim that they will result in serious traffic losses.

Increases aimed at securing an extra £24,000 a year were outlined to the Yorkshire Commissioners by East Yorkshire Motor Services, Ltd., but they faced objections from 10 local authorities. The company proposed to increase contract ticket rates by 12½ per cent., to add not more

than 1d. to fares up to 1s., and not more than 2d. to those up to 2s.

Mr. C. R. Wreathall, general manager, forecast that if there were another wage increase, added to the £3,000 extra cost of fuel which had just been thrust on them, another application would have to be made. The company did not want to lose the contract ticket holder, but they just could not afford to carry him.

Mr. Wreathall added that shareholders had not received a penny for 18 months, and if the application were refused East Yorkshire would have seriously to consider other steps.

After hearing objectors, the Commissioners reserved their decision on the application.

### Last Concession Goes

The final concessionary fare on trolleybuses operated by the Teesside Railless Traction Board has disappeared. That is one of the results of an "extremely modest" application which the Board successfully put before the Northern Commissioners.

Mr. J. A. T. Hanlon, chairman, said the Commissioners were as reluctant to make a grant as the Board obviously were to seek increases, but it was right that crews and staff should be paid proper wages and have good working conditions. This, however, meant higher costs, so the Commissioners had no hesitation in granting the application.

The Northern Commissioners have also agreed to the withdrawal of three services operated by Baldwin and Barlow, Ltd., Tom Law and Co., and Mr. O. S. Gibson, all of the Durham area. They had been told that the services were losing about 1s. a mile, and if they were kept up the operators would probably go out of business.

### TOURS WITHIN TOURS BY COACH DRIVER

**W**HILE he was employed by Wallace Arnold Tours, Ltd., a coach driver, Stanley Harrison Walsh, introduced private tours of his own into eight-day tours to London, Windsor and Bournemouth. He admitted at Leeds, last week, that he had omitted particulars from his work ticket, with intent to defraud, regarding tours round London Airport and trips from Bournemouth to Southampton to see an ice show.

Walsh had charged 8s. for the Southampton trip and 6s. for the visit to London Airport. He had paid for the fuel himself and, in addition, paid £1 to the airport authorities, 10s. to the airport foreman and 30s. to a guide. It was alleged that Walsh's takings might have been about £150, but he had since given Wallace Arnold £103 in full settlement.

Fining Walsh a total of £25, the Leeds Stipendiary said he was impressed by the fact that the man had repaid most of the money.

## Men in the News

MR. J. J. O'DWYER, commercial superintendent of Coras Iompair Eireann since 1951, has retired after 47 years' service.

MR. A. W. EAGLES, traffic superintendent and deputy manager of British Road Services at Coventry, is to retire on February 21.

MR. G. MCINTOSH has been nominated as the next junior vice-president of the National Association of Furniture Warehousemen and Removers.

MR. A. ELMER has been appointed general manager of the industrial division of Rotol, Ltd., succeeding Mr. W. G. SAVORY, who has resigned.

MR. GEORGE A. WILLIAMSON, director of engineering for the Firestone Tyre and Rubber Co., Ltd., has retired. He joined the company as chief engineer in 1928.

MR. PETER WARE has been appointed chief executive engineer of the Rootes Group. He will take charge of engineering activities at Coventry, and oil-engine design and development at Maidstone.

MR. CHARLES C. COX has been appointed sales manager of the Canterbury branch of Martin Walter, Ltd. He was previously responsible for the sales department of Egertons (Ipswich), Ltd.

MR. JAMES BROWN has been appointed assistant buyer in the motor department of James Robertson (Factors), Ltd., Glasgow. He was previously a representative for the company in the West of Scotland, and is succeeded by Mr. ROBERT J. SIM.

MR. CHARLTON AYRE, trade vehicle manager with Charles G. S. Buist, Ltd., Newcastle upon Tyne, has become a director of the company, and so has the retail sales manager, Mr. R. C. SIM. Mr. D. W. ROBERTSON has been appointed secretary, succeeding Mr. G. WILLMOTT on his retirement.

MR. H. G. HENLY, who has been treasurer of the Motor and Cycle Trades Benevolent Fund since 1941, will be nominated for president at the annual general meeting on March 3. MR. A. FRASER will be nominated as treasurer—he has been deputy for eight years—and Mr. J. R. T. GIBSON JARVIE will be nominated as deputy treasurer.

MR. J. E. FODEN, joint managing director of Fodens, Ltd., is on a business tour covering Spain, Australia, Singapore and Tasmania. He may also visit Malaya, Sumatra, Borneo and Java before returning to England via the U.S.A. MR. L. V. SMITH has undertaken an extensive South American tour for the company, visiting distributors in nine countries.

### STATE TO TAKE OVER BUSES

**P**LANs for nationalizing all passenger transport in the Punjab within the next few years have been announced by the Punjab Government. The first State-controlled transport was introduced in 1948.

## Britain is Europe's Biggest Exporter

**G**REAT BRITAIN exported more commercial vehicles than any other European motor manufacturing nation, Mr. Michael Raikes, export director of Rootes, Ltd., speaking on behalf of the motor industry, told a Press conference in Amsterdam on Tuesday.

Last year's shipments of 112,600 commercial vehicles were about 10 per cent. higher than those of Western Germany, Britain's nearest rival, and three times greater than those of France. More than a fifth of Britain's exports in the first nine months of last year went to Europe.

He stressed the advanced standard of British commercial-vehicle engineering and said that testing facilities available to makers were the finest in Europe.

British commercial vehicles would suffer increasingly from the tariff effect on competitive prices when the European Common Market got into its stride, unless Britain's concept of a wider trading association of nations eventually materialized. Nevertheless, British vehicles would withstand all competition for a long time to come.

The United Kingdom earnestly wished to participate in a European Free Trade Area. British commercial-vehicle manufacturers had nothing to fear from their rivals under fair trading conditions, either in Europe or in the domestic market.

### CEYLON TRANSPORT BOARD TO BE INVESTIGATED

**T**HE working of the Ceylon Transport Board is to be investigated by a three-man ministerial sub-committee. They will inquire, among other things, into the powers vested in the board by the Nationalization Act, the salaries of senior officers, changes in staff, and the case made out by the board for standardization of fares.

The Colombo Municipality, who complained recently that they were running trolleybuses at a loss while C.T.B. buses took away the cream of the traffic, have been advised by the Minister of Nationalized Services to sell their trolleybuses. He has undertaken to find buyers if they agree, pointing out that it would be cheaper to run oil-engined buses.

### DEATH OF MR. HARRY AUSTIN

**W**E regret to announce the death last Sunday of Mr. HARRY AUSTIN, brother of the late Lord Austin of Longbridge, with whom he spent his entire career in the motor industry. When Mr. Herbert Austin (later Lord Austin) founded his own car factory in 1906, Mr. Harry Austin became superintendent of the chassis shop, a post which he still held at his death at the age of 82.

### RECORDS CHECK ON A1

**A**DMITTING nine charges of failing to ensure that a driver kept proper records, William Marsden and Son, Ltd., butchers, Sheffield, were fined a total of £18 at Sheffield on Monday. The charges followed a check by examiners on the A1 at Doncaster.

## Fares Application Not Big Enough

**W**HEN Swindon Corporation applied to the Western Traffic Commissioners for fare increases, this week, Mr. S. W. Nelson, chairman, said they should have put in a bigger application. The Commissioners had been told that the corporation would have a small deficit even if the increases were granted, but they did not mind this.

Mr. E. G. A. Singleton, on their behalf, said they wanted to increase 2½d. fares to 3d. and in one case a 2d. fare to 3d. In the last financial year there was a deficit of £4,070 which could not be completely wiped out by economies.

Mr. Nelson pointed out that if they had sought heavier increases, the corporation would have put themselves "in the clear" and provided a cushion against higher costs. The application was granted.

The Western Commissioners also granted increases to Bere Regis and District Motor Services after being told that they had come to an agreement with the Southern National Omnibus Co., Ltd. The organizations had some common routes and it had been decided to retain a difference of ½d. or 1d. in their fares in a few cases.

Mr. A. E. Savage, for Bere Regis, said they would lose £5,000 on the year even with the increases, but they wanted to clear up anomalies which had built up

*This Bedford-Telehoist tipper, which discharges with the body at 70°, is being used by Dowsett Engineering Construction, Ltd., on the London-Birmingham motorway. The 6-cu.-yd. body has a sloping front and 25° scow, and is tapered from a width of 6 ft. 10 in. at the front to 7 ft. 2 in. at the rear. Tipping gear is of the Telelever type.*



over the years between their schedules and those now operated by Southern National.

The Commissioners also granted permission for services to be reduced to save £3,500. Hants and Dorset Motor Services, Ltd., were allowed to adjust their fares to come into line.

[Other news of fares, page 38.]

### MINISTER DEFENDS STAFF ON MOTORWAYS CHARGES

**C**HARGES that the Ministry of Transport deleted proposals for the drainage of the Preston motorway were refuted by Mr. Harold Watkinson, Minister of Transport, in the House of Commons on Tuesday. He said his staff and that of Lancashire county surveyor had agreed on the drainage for the road, and no request for additional drainage had been put forward by the surveyor and refused by the Ministry.

The Opposition are said to intend to press for an inquiry into the matter in a forthcoming debate on the road programme.

## Prosecution Drop Hours Test Case

**A** TEST case to decide whether a lorry driver can drive home by car after completing his permitted hours of driving away from base was completed at Spilsby on Monday (*The Commercial Motor*, January 23).

At an earlier hearing it was said that drivers employed by Shaw Bros., produce merchants, Friskney, drove home after completing their hours using cars brought by the relief drivers. This could involve considerable additional mileage, the prosecution pointed out.

Two summonses brought by the East Midlands Licensing Authority against a driver for failing to have at least 10 hours' consecutive rest in 24 were dismissed after the defence had stated that

once the driver left the lorry he was not under the direction of his employer.

Two summonses against Shaw Bros. for permitting the alleged offences were then adjourned to allow the prosecution to consider the matter. Also adjourned was a summons against another driver, coupled with another summons against the employers.

On Monday the court was told that the prosecution had decided to withdraw the charges.

### FREE SHOREHAM BUS

**T**HE latest free bus service to be started by a local Liberal party is in Shoreham, where fares have been increased. A hired coach carries housewives between the shopping centre and outlying parts of the town.

### NEW WORKS MANAGER

**A**FTER 13 years' service with the company, Mr. J. R. Privett has been appointed works manager at the Basingstoke factory of Transport Equipment (Thornycroft), Ltd.



## Coach Holidays More Popular

WITH increasing prosperity in the industrial district of Shropshire, more people are becoming interested in extended coach tours to holiday areas, Mr. Howard Tranter, secretary of the Shropshire Omnibus Association, told the West Midland Traffic Commissioners on Tuesday.

"With the rise in their standard of living, people are thinking more and more about these extended tours instead of their pre-war ideas of half-day or day trips, or a week by the seaside," he said.

Mr. K. Mynett was applying on behalf of the Association for tours to Devon and Cornwall, the South Coast, Wales, East Anglia and the Norfolk Broads, and Scotland and the Isle of Skye. It was proposed that the tours, from April to November, should last from six to 12 days. The vehicle allowance would be one, with a maximum of three in any one week.

The application, said Mr. Mynett, was in respect of five member concerns—G. Cooper and Son, Oakengates; H. Brown and Sons, Donnington; Martlew and Sons, Donnington; A. T. Brown, Trench, and J. E. Lowe and Sons, Hadley.

There were objections by G. H. Austin and Sons, Ltd., Salopia Saloon Coaches, Ltd., Jones Coachways, Ltd., Worthington Motor Tours, Ltd., and the Birmingham and Midland Motor Omnibus Co., Ltd. Yeoman's, Miller and Co., Ltd., withdrew their objection, but asked the Commissioners to note their comments.

Mr. Mynett said picking-up points within an eight-mile radius of Oakengates were sought, although the great majority of passengers would come from a four-mile radius.

This was the primary industrial area of Shropshire, occupied by well-paid people. No operator of extended tours had picking-up points in the area.

Mr. Albert Perkins, chairman of Oakengates Urban District Council, said the council wholeheartedly supported the application as a service which was badly needed.

Answering Mr. J. Else, for three of the objectors, he agreed that the council had not had any representations from the public about the matter. It had been raised by a councillor, he said.

Representing the headmaster of Trench Boys' Secondary Modern School, Mr. James Kerry, a member of the staff, said the feeling in the area was that it was a nuisance to have to go to another town to start a holiday.

The hearing was adjourned until April.

### ITALIANS TO MAKE LEWIN SWEEPER

LEWIN sweepers are to be made under licence by the Macchi concern, of Varese, Italy. This arrangement follows negotiations between Macchi and Brockhouse (Trading Facilities), Ltd., who have already sent a set of sprinkler-sweeper equipment to Italy for mounting on a Bianchi chassis to go into service in Milan.

It is planned to produce Lewin designs suitable for various European markets. The German agents, Messrs. Haller, are to take part in discussions about future sales and manufacturing policies on the Continent. Next month, a demonstration Lewin orderly will be transferred from Italy to Germany.

## Warning on Hours to be Published

A SPECIAL notice is to be inserted in the next issue of the Yorkshire Area's *Applications and Decisions* drawing operators' attention to the law about drivers' hours. Maj. F. S. Eastwood, Yorkshire Licensing Authority, decided to issue the warning after hearing on Tuesday how H. Blacker and Co., Selby, had been convicted of offences concerning hours and records.

The company had been called upon to show why their licences should not be revoked or suspended following the conviction last November. They had been fined a total of £313 on 170 charges and their drivers were fined £104.

Mr. P. Kenny, for the company, said it was a family partnership of six, now managed by Mr. Herbert Blacker. Practically the whole of the work of their vehicles—five on A licence, five on special A and seven on contract—was for the British Sugar Corporation, distributing sugar to wholesalers and retailers in Yorkshire and the North East.

It was mainly day work and there was little backloading. Since 1939, drivers had kept time sheets as well as the normal drivers' records.

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The prosecutions had been founded on discrepancies between the two, but this system was inherited by Mr. Blacker when he became manager in 1957. Both time sheets and records were handed to the enforcement officer at the same time, so there was no intent to deceive.

Mr. Herbert Blacker said in evidence that hours shown on the time sheets but not on drivers' records were spent on the loading bank transhipping when driving had finished. The time sheet system had now been dispensed with.

### Explanation Accepted

Maj. Eastwood said there was no proof that the company had encouraged excessive driving hours for profit, and he accepted their explanation about transhipping.

Too many hauliers thought work on the loading bank was not in connection with the load, and a warning notice would be published. In this case he did not propose to revoke or suspend because the earnings of the fleet—just over £2,000 per vehicle—were low, and it was obvious that the company had not been attempting to make additional money by overworking their drivers.

## Pleasureways Defend £15 Tour Charge

THE fight by Pleasureways (1955) Ltd., for a new seven-day tour to Margate was continued at Manchester on Tuesday (*The Commercial Motor*, January 9), when seven more members of the public gave supporting evidence.

Pleasureways, who proposed an inclusive charge of £15, admitted that there had been unorthodox operation until it was stopped last year by the Traffic Commissioners.

Mr. J. Booth, for the company, said the charge of £15 had been severely tested before being finally decided upon. Mr. H. Backhouse, objecting for W. Robinson and Sons (Great Harwood), Ltd., Happiway Tours (Manchester), Ltd., Stanley Spencer Tours (Manchester), Ltd., and Smiths Tours (Wigan), Ltd., replied that £15 could not be adequate.

Mr. A. C. Bond, Happiway's general manager, said his company were granted a Margate licence last year and the 1959 season would be the first real period of operation. Any opposition could be dangerous. Pleasureways were operating their Margate tour illegally when Happiway's made their application, he pointed out. He had received no complaints about food or hotels.

Replying to Mr. Booth, he said his company required the normal standard of protection from increased competition. They made their Margate application because customers were always asking for new destinations.

The chairman of the Yorkshire Traffic Commissioners, Mr. F. Williamson, said the case would be continued on February 12.

### CHRYSLER PLANT IN CAPE TOWN

AN agreement between Chrysler International, S.A., and Atkinson Oates Motors, Ltd., South Africa, has resulted in the formation of a new company, Chrysler South Africa (Pty.), Ltd., who will run an assembly plant and parts depot in Cape Town.

Both Chrysler and Simca vehicles will be assembled at the plant, and Chrysler's believe that they will now have an important market for British-built Dodge trucks.

The plant is located on a 21-acre site, and contains 215,000 sq. ft. of floor space, including an office building. The daily production capacity, with 650 employees, is 60 cars and 12 trucks.

Mr. H. G. Oates, president and managing director of Atkinson Oates Motors, will become chairman of the new company.

### BUS OPERATORS MERGE

THE acquisition of D. J. Morrison, Ltd., bus operators, Tenby, by W. L. Silcox and Son, Pembroke Dock, was approved last week by the South Wales Traffic Commissioners. Silcox already have a fleet of 33 buses, comprising 16 double-deckers and 17 single-deckers. They run stage, express and excursion and tour services.



## Uganda Likes Lorries and Buses from U.K.

OF the 613 new lorries registered in Uganda last year, 442 were from the United Kingdom—and Bedfords were top of the list, with 178 units. Next came Austin (104) and Mercedes-Benz (93). There are now 4,985 lorries in Uganda, of which 4,167 are British.

During the year 60 new buses were registered, of which 17 were Albions, nine Ford and eight Leyland. Of the 570 buses in Uganda, 171 are Albions.

Britain does not lead in the van field, however. New vans registered during the year totalled 854, of which 428 came from the Continent and 362 from the United Kingdom. Most popular make was Peugeot, followed by Opel. But of the 6,651 vans now in use, Britain has manufactured 3,983.

### THE COST OF COMPETITION

COMPETITION in the commercial vehicle industry is so intense that prices are being cut despite rising costs. This was stated by Mr. Michael Moore, chairman of Jonas Woodhead and Sons, Ltd., Leeds vehicle suspension specialists, when he pointed out that all the subsidiaries in the Woodhead group were doing well—with the exception of those making vehicle suspensions.

However, efforts were being made to obtain a better balance of orders, and he hoped that there would be improved results all round by September 30.

## Big New Depot for Red and White

A BUS station capable of handling the 150 vehicles serving the Glamorgan and Monmouthshire valleys from Tredegar has been opened for the operators, Red and White Services, Ltd., by Mr. Aneurin Bevan, M.P. The station, comprising 11 "Sawtooth" platforms, offices and garage for 80 vehicles, adjoins Commercial Street. It will be used not only by Red and White, but by Associated Motorways for their express services, and by other undertakings serving the district.

In addition to providing cover for passengers, the station offers much improved staff amenities and maintenance facilities. The workshops have five repair pits, two greasing pits, an automatic bus-washing plant and steam cleaner, and extensive stores. The site, which was taken over from the National Coal Board, will reduce dead mileage and relieve congestion in the town centre.

### INDIAN CONFERENCE

A MESSAGE of greeting from the Traders' Road Transport Association was read at the opening session of the two-day conference of the All-India Motor Unions' Congress held at Bangalore last week. The conference was opened by India's Minister for Transport and Communications, Shri S. K. Patil.

The Congress is an associate member of the International Road Transport Union.

## "A" Lorry Each Granted to Two Hauliers

FOLLOWING the unconditional withdrawal of British Transport Commission objections, additional A-licensed vehicles were granted to Mr. W. P. Twibell, Moberley, and Hawkins Express Carriers, Timperley, at Manchester on Monday.

Mr. F. Moss, for Mr. Twibell, said he ran two A- and one B-licence vehicles, mainly on the collection and delivery of milk for the Milk Marketing Board. The opening of a new branch in Knutsford by the Macclesfield and District Farmers' Trading Society, Ltd., who were the sole agents for the distribution of I.C.I. fertilizers, and operated a corn-grinding plant, was new work in the area and had already reached £80 a month.

Because existing vehicles were fully engaged on milk until noon, Mr. Twibell also found himself letting down many farmer customers. A vehicle of 3½ tons unladen was sought and, after a meeting of the road and rail negotiating committee, a British Railways objection had been withdrawn unconditionally.

For Hawkins Express, Mr. J. A. Dunkerley said they had one vehicle on A licence with a normal user of "parcels and smalls, Manchester and Cheshire." The average earnings had increased during the past year from £187 to £236 a month. It was impossible to hire because of the nature of the business and an additional vehicle of 3 tons unladen was sought. A B.T.C. objection had been withdrawn.

### MOVE TO INCREASE CRANE SALES

TO combat what they term "the aggressive bid of Continental crane manufacturers for world markets," Steel and Co., Ltd., Sunderland, have made an offer for the whole of the ordinary stock of R. H. Neal and Co., Ltd., makers of the Neal mobile crane. Steel's have already bought the crane business of F. Taylor and Sons (Manchester), Ltd., who manufacture the Taylor Jumbo mobile crane.

## "A" Vehicles Had Contract Trailers

WHEN Barber Turnock Transport, Ltd., Stockport, put in an A licence application to the North Western Licensing Authority, Mr. F. Williamson, on Monday, the hearing was adjourned after Mr. Williamson had declared that it was clear that the company had been doing things they should not have done. He said he would require figures for their vehicles working under A, contract A and B licences.

Mr. J. A. Dunkerley, for the company, said they had five vehicles operating under three different A licences, with normal users mainly for local work and to Yorkshire and the North East. Economy of operation demanded interchangeability, so they wanted to put these vehicles, together with two contract-A trailers, on to one A licence to facilitate this.

Mr. G. Barber, managing director, said that they originally had a contract vehicle with British Metal Crates, Ltd., but it was smashed up last May. It was replaced by two trailers hauling to London and the Midlands which, in emergencies, were drawn by A-licence vehicles.

Answering Mr. G. P. Crowe, for the British Transport Commission, he agreed that the drawing vehicles had also carried full loads to these destinations since May. Mr. Crowe pointed out that this meant vehicles with a local normal user had

been put on to regular long-distance work.

Questioned by Mr. Williamson, Mr. J. Holderness, of British Metal Crates, Ltd., said there was no reason why they should not have a vehicle as well as a trailer on contract.

At this stage Mr. Williamson adjourned the case and ordered broken-down figures to be produced.



Bridgwater Bros., of Epsom, are operating this Thames Trader 7-tonner with Benne's Marrel multi-bucket tipping gear supplied by Aero Maintenance Equipment, Ltd., London. Six buckets are employed to ensure maximum use of the chassis. Controls for the tipping gear are inside the cab, and the buckets are quickly detached and dropped to the ground.

## "Better Roads Would Save Fuel"

"IF we could divert some of the tremendous capital expenditure that is going into the fuel industry to building roads and by-passes round our congested areas, we should be making a considerable saving in imported oil."

This was stated by Mr. R. Gresham Cooke (Cons., Twickenham) when the House of Commons discussed fuel policy last week. He suggested that earth-moving equipment not now being used for opencast coal-mining be put to work on highway projects.

### THE COST OF BUS CREWS

IT costs about £20 to train bus drivers and conductors who join Coventry Transport Department, the city council were told last week by Ald. H. Weston. He said that in 1957 there were 261 recruits and last year the figure increased to 383.

Clr. W. Spencer, chairman of the transport committee, added that a man who was trained to drive a bus and decided to leave the department before completing two years' service had to forfeit £10. This was a safeguard which had worked very well.

## £10 Extended Seaside Tours for O.A.P.s Granted by Commissioners

BECAUSE they had a much smaller field to cover for passengers and fewer picking-up points than large operators, R. H. Harrison (Morecambe), Ltd., were successful when they appeared before the North Western Traffic Commissioners last week.

The company wanted two new extended tours to Eastbourne and Paignton, with four departures each, to be operated only this year. The proposed inclusive charge was £10.

Asked why the tours were for only one year, Mr. R. Harrison, a director, said there was an understanding that they should be applied for annually.

Two pensioners, who said the price of the tours was within their income range, told Mr. S. Moss, for Florence Motors, Ltd., that to pay £12 for a similar Florence tour would be beyond their means.

### "Traffic Has Fallen"

Mr. R. R. Renton, Florence's managing director, said the number of passengers his company had taken on Eastbourne and Paignton tours in 1958 was lower than in the previous year. This was probably due to Harrison's intervention.

Mr. Moss added that there would now be a succession of similar applications under the guise of pensioners' tours. Once the availability of fantail tours operation was affected the pattern which had been evolved over the past 20 years would be changed.

For Harrison's, Mr. T. Booth said there was a need for their tours and if they could operate economically at £10 there

**NEW TRANSPORT COMPANIES**  
**Dean Group Contracts, Ltd.** Cap. £5,000. Dir.: Thomas E. O'Donnell, 288A Upper Brook Street, Manchester, 13. Sec.: J. Simcock. Reg. office: 74 Blackburn Street, Radcliffe, Manchester.  
**Henry Smith (Leeds), Ltd.** Cap. £1,000. Dir.: Henry Smith and Mrs. Elizabeth Smith, 4 Glencoe Terrace, Leeds, 9. Sec.: H. Smith. Reg. office: 4 Glencoe Terrace, Leeds, 9.  
**W. and E. Whitehead (Haulage), Ltd.** Cap. £100. Dir.: William Whitehead and Mrs. Ethel Whitehead, 170 Diamond Avenue, Kirkby in Ashfield, Nottingham. Sec.: Ethel Whitehead. Reg. office: 170 Diamond Avenue, Kirkby in Ashfield.  
**William Chalk, Ltd.** Cap. £10,000. Dir.: Frederick G. Chalk, Walter A. Simmons, Hubert Simmons, Eva M. J. Chalk, Lavina K. Weston, Dora M. Westbrook and Jean Passman. Sols.: Pringle and Co., Redhill.  
**Ewarts Coaches, Ltd.** Cap. £100. Dir.: T. W. Wiles, 11 Viewforth, Port Seton, and J. R. D. Campbell, 23 Rutland Square, Edinburgh. Sec.: J. R. D. Campbell. Reg. office: 23 Rutland Square, Edinburgh.  
**Bells Warehousing and Haulage, Ltd.** Cap. £1,000. Dir.: Bertram Harrison, The Grange, Waddington, Lincoln, and Stanley Harrison, Yew Tree Farm, Skellingthorpe, Lincoln. Sec.: S. Harrison. Reg. office: 10-12 Castlegate, Newark, Notts.  
**Container Transport (Great Britain), Ltd.** Cap. £300. Dir.: Robin M. Mere, Mill House, Chiddingfold, and Thomas G. Newman, 135 Bradford Avenue, Rye, New York, U.S.A. Sec.: H. S. A. Gerson. Reg. office: 5 Arundel Street, London, W.C.2.  
**S. and S. Contracts, Ltd.** Cap. £100. Dir.: Kenneth W. Shepherd, 137 Park Road, Enfield, Middx, and Leonard J. Stock, 86 Manor Road, London, N.16. Sec.: K. W. Shepherd. Reg. office: 1 Ingersoll Road, Enfield.  
**Hilleard Bros., Ltd.** Cap. £1,000. Dir.: Frederick G. Hilleard, 21 Glebe Road, Egham, Surrey, and William C. Hilleard, 5 Rowan Avenue, Egham. Sec.: D. T. A. Poulter. Reg. office: 5 Rowan Avenue, Egham.

was no reason why they should not do so. The objectors, he pointed out, gathered passengers from Carlisle to Manchester, but Harrison's operated only in the Morecambe area.

Mr. F. Williamson, chairman, said the parties were in two main categories—the objectors were large-scale operators with an extensive gathering ground, whilst Harrison's were much smaller.

### DORMOBILE WAS A "BUS"

FINES totalling £30 were imposed at Leyland, Lancs, last week on William Edward Colling, Rufford, near Ormskirk, for using his Dormobile to take several of his friends to work at Leyland.

The prosecution said that as the men shared the cost, Colling was using the vehicle as a stage or express carriage.

## Municipal Opportunities

**Accrington** Transport Committee wish to buy four Guy double-decker chassis.  
**Barrow in Furness** Corporation seek to borrow £4,421 to buy a single-decker.  
**Blackpool** Cleansing Committee are to buy a B.M.C.-Gibson refuse collector.  
**Stoke on Trent** Corporation are recommended to buy three Bedford 25-cwt. chassis.  
**Shoreditch** Borough Council are advised to buy a refuse collector from Rootes, Ltd.  
**Manchester** Waterworks Committee wish to buy a Thames 7-tonner from H. and J. Quick, Ltd.  
**Ossett** Corporation are recommended to acquire a refuse collector from Cox and Co. (Leeds), Ltd.  
**Wolverhampton** Corporation are to obtain an S.D. gully emptier and two Morris Minibuses from Bradburn and Wedge, Ltd.  
**West Bromwich** Finance Committee recommend that Guest Motors, Ltd., supply two Thames 5-tonners and two 7-tonners.  
**Bournemouth** Highway Committee recommend that Lee Motor Works (Bournemouth), Ltd., supply two refuse collectors. The health committee seek to acquire two ambulances.

## Radius for Coal Put at 50 Miles

BECAUSE a former associated company is now an entirely separate entity, Hunter's of Hull (Transport), Ltd., were at Bridlington last week granted an increased radius for 10 B-licensed vehicles engaged on the carriage of coal, coke and oil.

Mr. R. E. Paterson, for Hunter's, told the Yorkshire Licensing Authority, Maj. F. S. Eastwood, that following the death last year of Mr. George Hunter—a joint director of both the transport company and G. Hunter and Sons (Coal), Ltd.—the companies were now no longer connected.

Because of the previous shareholdings, the B-licensed vehicles had been able to carry coal for G. Hunter from the West Riding for many years, and they were now seeking to extend the radius of 10 vehicles to 50 miles so that they could continue to do so.

Cross-examined by Mr. T. B. Atkinson, for British Railways, Mr. Harold Hunter said that over half the coal carried was opencast and unsuitable for carriage by rail. Forty-two of the company's vehicles could do this work and the main purpose of the application was to tidy up the conditions of the 18 vehicles on B licence, six of which could already carry general goods within 60 miles, and make them interchangeable.

Mr. Atkinson submitted that the railways accepted Mr. Hunter's evidence, but they were concerned about the possibility of vehicles with these conditions getting into other hands in the West Riding and being used for a very different purpose.

Granting the application, Maj. Eastwood said it was a common-sense one. If the vehicles changed hands a check could be made on their operations.

### STANDARDIZATION GRANT

TO enable them to standardize their fleet, Allison's (Transport), Ltd., were last week granted a variation of their A licence by Mr. Alex Robertson, Scottish Deputy Licensing Authority. He allowed them to replace two vehicles by two more which would increase the unladen weight, although there would be no material change in carrying capacity.

**Bervick** Corporation are to obtain a refuse collector.  
**Nottinghamshire** County Council are to obtain a van and a lorry.  
**Halstead** Urban District Council are to purchase a refuse collector.  
**Sowerby Bridge** Urban District Council are to obtain a refuse collector.  
**Chester-le-Street** Urban District Council are to acquire a refuse collector.  
**Lees** Urban District Council seek tenders for the supply of a refuse collector.  
**Glasgow** Education Committee are to buy an Austin to carry spastic children.  
**Swindon** Transport Committee seek tenders for the supply of six double-deckers.  
**Norwich** Health Committee recommend that Marston Caravans, Ltd., supply a mobile clinic.  
**Dudley** Corporation are to purchase three Bedford 3-tonners, a 15-cwt. truck and a light van.  
**Burnley** Corporation are advised to buy three Karrier 2-ton chassis from Cueden Motors, Ltd., and three tipper bodies from Oswald Tillotson, Ltd.

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## **DODGE toughness pays a TWO-WAY DIVIDEND!**

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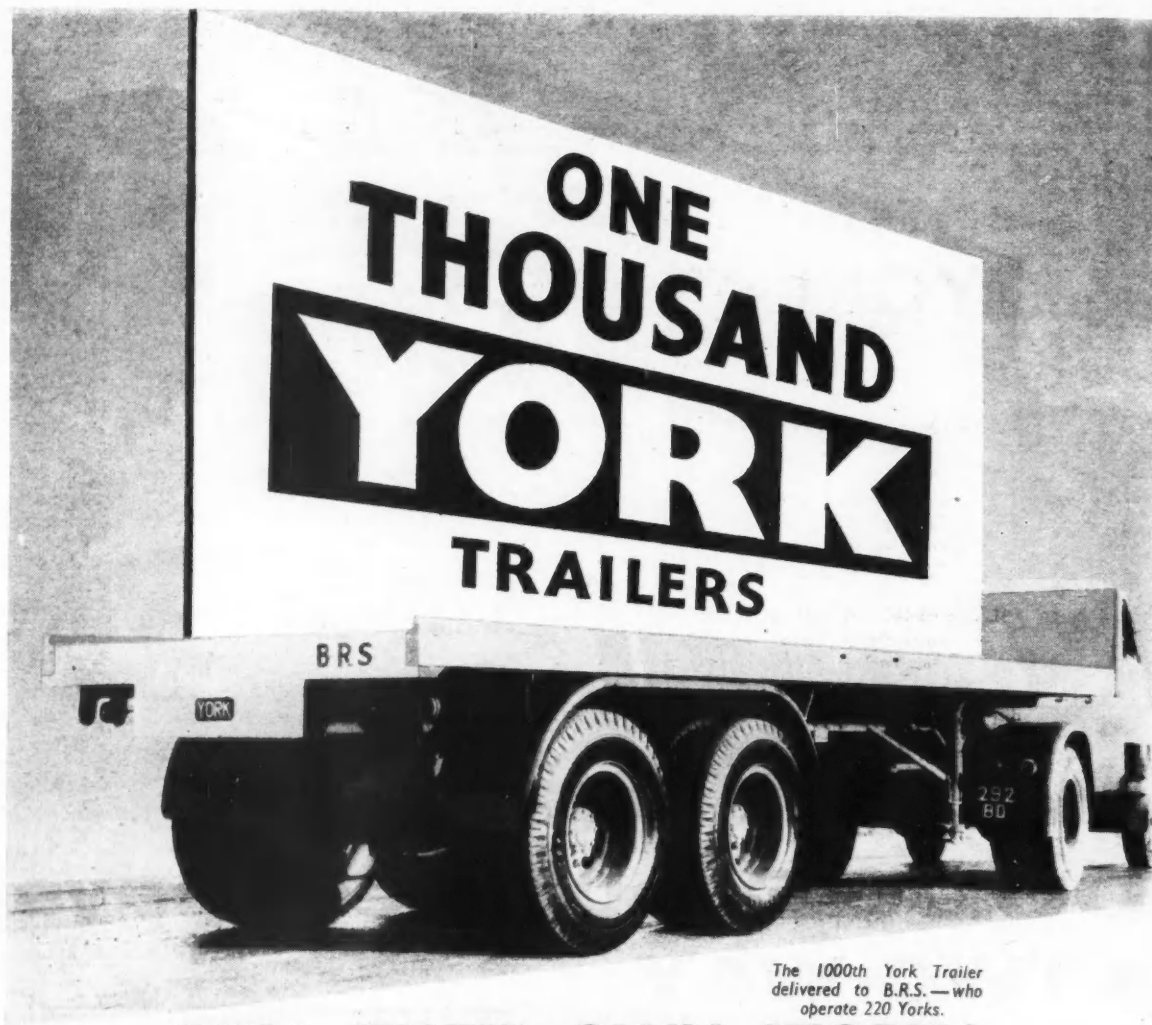
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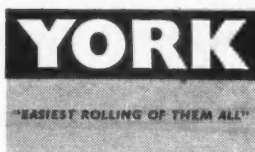


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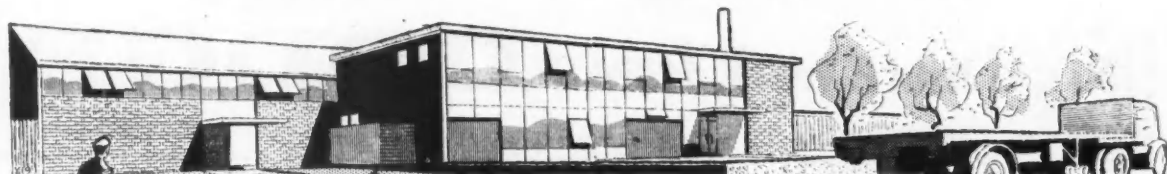
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c8

## Driver Loses Claim for Damages

A MAN who injured his wrist trying to start a 1933 lorry was unsuccessful when he claimed damages from his employers at Worcestershire Assizes, last week. He was Mr. George Such, Queen Elizabeth Road, Kidderminster, who brought an action against the Economical Coal, Iron and Steel Co., Kidderminster.

Mr. Such said he was delivering coal in a 1933 lorry which was not in normal use—there were no lights or brakes and the starter handle was faulty. He had to use the starter handle so often that his right hand became sore. Eventually the handle kicked back, knocking him into the road and injuring his wrist.

His wrist was in plaster for 11 months before he underwent an operation and he was unable to find light work until three months afterwards. Now he was a van driver, but he still had difficulty in fastening buttons, and had to employ someone to dig his garden.

Answering Mr. E. Brain Gibbens, for the company, he maintained that he had reported the vehicle's condition to his employers, who said they did not want to spend much on it. He agreed that he did not retard the ignition when attempting to start the lorry, but said he had not been told to do this.

Evidence was given by three previous drivers, who contended that the vehicle was not fit to be on the road, but judgment, with costs, was awarded to the company.

## RAIL CAR TRANSPORTER SERVICE "UNRELIABLE"

OF the new cars which are taken each year to A. and C. McLennan (Perth), Ltd., 95 per cent. are driven there by McLennan's own men, whilst 5 per cent. make the journey by rail. The reason for the overwhelming popularity of road was explained last week by the company's chairman and managing director, Mr. A. McLennan, who said the railway service was unsatisfactory in cost and delay.

Mr. McLennan asked the Scottish Deputy Licensing Authority, Mr. Alex Robertson, to grant him a five-vehicle articulated car transporter on B licence to haul new models from the Rootes Group factories in Coventry.

The outfit, he said, would consist of a 3-ton tractor and a 5-ton trailer, so there would be one vehicle on the road instead of five. One of his main difficulties was that customers liked to buy cars with nothing on the milometer, but after the trip from Coventry by road there was a reading. The transporter would end this.

There were 10 objectors listed, but only two were represented—the British Transport Commission and Progressive Deliveries, Ltd. For the B.T.C., Mr. D. Brown requested an adjournment so that he could call a number of witnesses, particularly from British Road Services.

This was granted, and the case will be taken up again on March 6.

## Hauliers Spur the Railways

THE spur of free-enterprise road haulage had caused the London Midland Region of British Railways to streamline their freight services, Mr. A. E. Drain, chairman of the Metropolitan and South Eastern Area of the Road Haulage Association, suggested at North London Sub-area's dinner at Hendon last Saturday.

The key to the railways' plan was more efficient door-to-door service, which hauliers had been giving British industry for many years, he said. Six years after private operators had bought back their fleets from British Road Services, the railways were at last starting a determined modernization plan to establish faith in their reliability.

## LABOUR PLANS HIT SALES

A FALLING off in the sale of commercial vehicles will be reported by the chairman of the Braid Group, Ltd., Mr. Robert Braid, at the company's annual meeting on February 26.

Mr. Braid will tell shareholders that he believes the drop in turnover is probably due to the constant threat of renationalization of the haulage industry which has affected sales to both C licensees and hauliers.

## Micrograms . . .

**Pickfords Move:** The Bedford branch of B.R.S. (Pickfords), Ltd., has been moved to 75 Harpur Street.

**A.E.C. Order:** The Ethiopian Imperial Highways Authority have ordered 40 A.E.C. Monarch Mk. VI tippers.

**U.D.T. Harrow Office:** The United Dominions Trust, Ltd., will open a new branch office at 2 Peterborough Road, Harrow, Middx, on Monday.

**Selling Out:** The business of Kidd Bros., furniture removers, Greenock, which was carried on by the late Mr. W. W. Buchanan, is being sold as a going concern.

**Coach Rally:** This year's British Coach Rally, sponsored by *Passenger Transport*, will be held at Brighton on April 18-19, starting from Victoria Coach Station.

**Leyland's Johannesburg Depot:** New premises at Selby, Johannesburg, have been opened by Leyland Albion (Africa), Ltd. The depot includes an 8,000-sq.-ft. workshop for Leyland, Albion and Scammell service.

**Thames Six-wheeler:** The Thames Trader six-wheeled 26-cu.-yd. tipper recently taken into the fleet of the Southern Gas Board (*The Commercial Motor*, January 30) was supplied by Percy Hendy, Ltd., Vincent's Walk, Southampton.

**Bath Coach Centre:** A site at Queen's Parade, Bath, which was formerly the terminus for vehicles operated by the Bristol Omnibus Co., Ltd., is to become the centre for setting down and picking up passengers who visit the city by coach. The arrangement will be tested for a year.

**Big Leyland Exports:** More than 60 per cent. of the production of Leyland Motors, Ltd., was last year exported to over 50 countries. The largest consignments went to the Indian sub-continent and Africa. Other big orders came from the Middle East, Australasia, Pakistan and Holland.

## "Why Labour's Plan is Being Kept Quiet"

ALTHOUGH the Labour Party have said that they may shortly publish more details of their plans for renationalizing iron and steel, they have made no similar promise about road haulage. Why? Because they are after bigger prey, according to Mr. R. N. Ingram, national chairman of the Road Haulage Association.

Speaking at the annual dinner of the R.H.A.'s Southampton Sub-area, last Friday, he said Labour had not forgiven trade and industry for showing what they thought of the nationalization of long-distance haulage by putting their own vehicles on the road.

It was certain that if the Socialists ever returned to power and handed haulage back to the British Transport Commission they would also place a restriction on C licences.

Inequalities between road and rail in taxation and rating were emphasized by Mr. J. H. G. Barber, sub-area chairman. Last year, he said, his own modest business employing about 100 people had paid £6 per man per week in taxation. This sum equalled 19 per cent. of the total revenue. The railways, however, enjoyed unfair privileges in taxation.

**Controls Removed:** Export control has been entirely removed from parts for four-wheel-drive vehicles.

**Saunders Take-over:** H. A. Saunders, Ltd., have acquired the capital of Allen Motors (Cheltenham), Ltd.

**End of Trolleybuses:** George Cohen Sons and Co., Ltd., have gained the contract for disposing of London's trolleybuses over the next three years.

**Matbro Group:** H. and L. Mathew, Ltd., have decided that the four companies in the Matbro organization shall be known as the Matbro Group.

**British Trailer Co. Move:** The Leeds office of the British Trailer Co., Ltd., has been moved to Room 11 Basinghall Buildings, Basinghall Street, Leeds, 1.

**100 Years Old:** Thomas Potter, Ltd., Glasgow, who market the Overseer tower truck and mobile workshop, complete 100 years' trading this month.

**Bidders Revealed:** Dorada Holdings are revealed as the bidders for the capital of E. J. Baker and Co. (Dorking), Ltd., Bedford distributors. The offer has now become unconditional.

**Salary Increase Sought:** The National and Local Government Officers' Association are seeking salary increases of £40-£55 a year for inspectorate grades in road passenger transport, and of £35-£55 for foremen.

**Pirelli's New Branch:** Pirelli, Ltd., have opened a new branch at Lyon Road, Selinas Lane, Dagenham, Essex, to cover the eastern half of London and the Eastern Counties. Mr. D. E. Gething has been appointed manager of the London East district.

**Midland Sales Office:** High Duty Alloys, Ltd., have opened a new Midland sales office at Queen's College Chambers, 38a Paradise Street, Birmingham, 1. A new sales department has been set up at the Forging Division, Windsor Road, Redditch, to handle home market inquiries.



## Post Office Continue Tests With Oilers

FURTHER tests with oil engines are to be made by the Post Office before they decide whether to replace all their petrol-engined vehicles by oilers. So far, 50 vans of 240-cu.-ft. and 360-cu.-ft. capacity have successfully completed trials with oil engines, and the next move will be to test 600-cu.-ft. vans.

The Post Office report that 240-cu.-ft. vans fitted with oil engines showed a 40 per cent. fuel saving over petrol-engined vehicles of a similar capacity, whilst the saving on 360-cu.-ft. vans was nearly 50 per cent.

However, it is considered that tests will have to be made over a period of between 12 and 18 months before a final decision on conversions can be reached.

Disadvantages of oilers which have been noticed are vibration at tick-over speeds and slower acceleration in low gears, but neither is considered serious enough to prejudice the use of oilers by the Post Office.

Regional directors throughout the country are to make a further report on oil engines to Post Office headquarters in a year's time.

## NOVEL POWER DRIVE FOR NUBIAN

A NEW design of power drive has been devised by Transport Equipment (Thornycroft), Ltd., for the Nubian six-wheel-drive fire tender. The drive unit is incorporated with the clutch bell housing and is so arranged that power is taken directly from the engine flywheel and is independent of the clutch.

Drive is engaged by means of a robust synchromesh-type dog engagement which enables power to be taken off without disengagement of the clutch. This means that the vehicle can still be driven while the auxiliaries are being powered.

The new unit is capable of transmitting 150 b.h.p. at 3,500 r.p.m. for a limited period. Information on ratings for longer periods can be supplied by Thornycroft upon receipt of details of proposed installations.

## DUBLIN MEN SAY "NO" TO CONTAINERS

DUBLIN'S cross-channel dockers, by an overwhelming majority, have rejected the recommendation of the Labour Court that they should handle container traffic for an experimental period of one year.

This decision was taken against the advice of union officials that the plan should be given a trial, and in face of the recent statement by the Dublin Port and Docks Board that the attitude of the dockers is causing a serious loss of trade to the port.

For two years the dockers have refused to handle containers on the ground that this traffic would cause heavy loss of employment in their ranks. They insist that they must have guarantees as to future employment, but the employers say this is impossible.

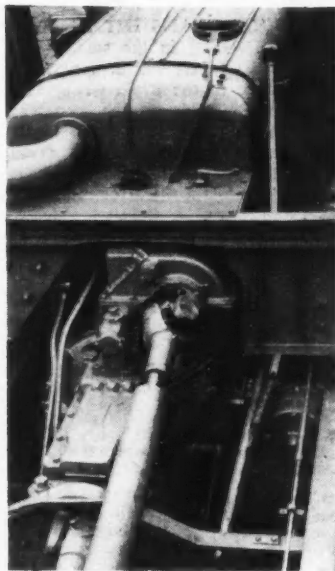
The Labour Court are being asked to consider the position again.

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## Abolish Speed Limit, Say Bus Operators

THE proposal to raise the speed limit for buses and coaches outside built-up areas to 40 m.p.h. has brought a protest from the Public Transport Association, the Municipal Passenger Transport Association and the Passenger Vehicle Operators' Association. They say there should be no limit at all.

In a statement issued last week, the groups said they had told the Minister of Transport that they were "keenly disappointed" at his suggestion. Equality would still not be provided between their vehicles and private cars outside built-up areas, yet the standard of maintenance of buses and coaches was far higher than that of any other vehicle.



Arrangement of the Nubian's power drive can be seen here.

They had pointed out to him that one of the main aims of increasing the limit was to promote as even a flow of traffic as possible, but this ought to mean that no class of vehicle should be prohibited from contributing towards that flow if it were suitable for higher speeds.

## "SAFETY BELTS WOULD HALVE ACCIDENTS"

THE use of safety belts would reduce fatalities and the seriousness of injuries to drivers and passengers of vehicles by 50 per cent., according to a report submitted to the British Safety Council by their administrative director, Mr. James Tye.

He says that this theory has been proved by research carried out in the U.S.A., and calls for a £20,000 publicity campaign by the Ministry of Transport to popularize safety belts in this country.

In the House of Commons last week, Mr. G. R. H. Nugent, Parliamentary Secretary to the Minister of Transport, said research into the effectiveness of safety belts was still being carried out.

## Tax Fraud Charges: Defence Unprepared

ON an application by the defence, the trial of three men and a woman accused of conspiracy and income tax frauds was put over to the February Sessions at the Old Bailey last week.

One of the men was Peter Rhodes, managing director of Oakleys (London and Scottish) Transport, Ltd., whose address was given as Green Lane, Goodmayes, Essex. Also charged were his traffic manager, Allan George Stone, Stroud Crescent, Putney Vale; his pay clerk, Walter William Ling, Princess Road, West Croydon; and a former secretary of the company, Miss Jessica Rhodes, Bridge Street, Leighton Buzzard.

Mr. J. S. Toogood, defending, told the Common Serjeant, Sir Anthony Hawke, that the four were committed for trial on January 13 (*The Commercial Motor*, January 16), and there had been insufficient time for the defence to be prepared.

There were 10 counts on the indictment, including charges of conspiracy, a number of income tax frauds, and uttering forged documents. The prosecution had 60 exhibits, including income tax returns and P.A.Y.E. cards.

Mr. Neville Faulks, prosecuting, said the application was perfectly proper and he did not oppose it.

## M.P.s TOLD OF PARKING PROBLEMS IN FRANCE

THE number of vehicles on the road should not be allowed to increase at a fantastic rate without adequate parking facilities being provided, together with plenty of road room. This view was put forward last week by M. Pierre Boulton, Paris traffic superintendent, when he addressed the House of Commons All Party Roads Group.

M. Boulton, who is responsible for the operation of the Blue Zone method of parking in Paris, was brought to Britain as a guest of the Roads Campaign Council. He said France had found that the only solution to streets being choked with parked vehicles was limited parking regulations, plus enforcement.

French drivers were hostile towards parking taxation, but they had co-operated fully with the Blue Zone scheme, which was superintended by traffic wardens who had no power of arrest. The system was to be extended.

## NEW TRAFFIC WARDENS—CASH PROBLEM ARISES

THE much-publicized proposal for recruiting a corps of traffic wardens in Nottingham has received a body-blow—from Nottingham itself. The Finance Committee have refused to pay for Capt. Altheast Popkess' scheme, although they have intimated that they would willingly do so if the police force is reduced by 30.

However, the Watch Committee are to press the matter with the Home Office, where a sympathetic hearing was given to the proposals outlined by Capt. Popkess. Meanwhile, the Finance Committee have decided to consider the idea again.



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## C. and D. Vehicle Restricted to Fish

THERE were no objections from fish hauliers when Link Road Transport (Hull), Ltd., applied at Bridlington, last week, for a new B licence to cover a vehicle of 2½ tons unladen for collection and delivery within six miles of Hull in connection with their A-licensed fleet.

Although the Yorkshire Licensing Authority, Maj. F. S. Eastwood, was told that the company's 19 vehicles were 80 to 90 per cent. engaged in fish traffic, road objections by Hunter's of Hull (Transport), Ltd., and other operators were confined to the collection and delivery of goods other than fish.

Mr. J. Finch, the company's manager, said there were regular nightly fish runs from Hull to Bristol and the South-West; London, Cheshire and South Lancashire; Liverpool and North Lancashire; and Middlesbrough, Darlington and South Shields.

The trunk vehicles were often delayed because of having to do their own collecting and delivering, he said. Customers were complaining and it was impossible to hire because of the danger of contamination.

Replying to Mr. J. Holdich, for the objectors, Mr. Finch said it would be uneconomic to hire out collection and delivery work other than for fish if they were granted a vehicle.

Questioned by Maj. Eastwood, he agreed that the company were using a vehicle of 2½ tons on long-distance work. The application was granted, but restricted to the carriage of fish.

### PLASTICS CONTAINERS FOR RAIL SERVICES

SIX experimental plastics containers for door-to-door deliveries have been ordered by British Railways. Resin-bonded glass fibre will be used for the sides, ends, floors and roofs of the units, and they will have mild steel bases and fittings to enable them to be lifted by cranes.

The unladen weight will be 1 ton and, with a capacity of 500 cu. ft., the payload will be up to 5 tons. One container will be put into use in each railway region to determine the suitability of plastics material for container construction.

They have been designed and will be made by Mickelover Transport, Ltd., Twyford Works, London, N.W.10.

### ROAD-HEATING PROGRESS

SATISFACTORY progress has been made by the Road Research Laboratory into electrical heating of roads, Mr. H. Nicholls, Parliamentary Secretary to the Ministry of Works, stated last week. Advice was at the disposal of any local authority that wished to install electrical heating.

Plans were being considered for providing such heating during the reconstruction of The Mound, Edinburgh. The circuits are thermostatically controlled in conjunction with a hydrostat. Current is switched on when road-surface temperature approaches freezing point, but not if the surface is dry.



The left-hand-drive Scammell Highwayman tractor, with its two semi-trailers, is seen on the dockside at Antwerp after unloading from m.s. Bardic Ferry, last week.

## Big Scammell on Trial on the Continent

DESTINED for the Amsterdam Commercial Vehicle Show, a Scammell Highwayman 28ULQ680S144 12-ft.-wheelbase left-hand-drive tractive unit, with Leyland O.680 oil engine, was shipped to Belgium last week on the m.s. Bardic Ferry.

It was coupled to the first 15-18-ton drop-frame semi-trailer to have Scammell heavy-duty automatic coupling gear and air-operated support legs. A standard straight-frame tandem-axle platform semi-trailer was carried on the outfit. The platform semi-trailer was sent to Amsterdam with the tractor.

After the Show, the tractor will be engaged on demonstration and proving work in Belgium, principally for acceptance by the legal authorities of the Scammell coupling gear. To ensure interchangeability with standard semi-trailers used on the Continent, the tractor has an S.A.E. adaptor plate which can be bolted over the Scammell automatic coupling equipment.

For use with S.A.E.-equipped semi-trailers with two-line air-pressure brakes, additional palm couplings have been installed. This arrangement can be applied also to home-market tractors. [A fully illustrated report of the Amsterdam Show appears on pages 50-54.]

### NO DELAY WITH TESTING SCHEME

THE Minister of Transport stated in the House of Commons last week that he did not think there would be any further delay in introducing a vehicle testing scheme. Up to February 3, 10,054 garages and 20 local authorities had sought appointment as testing stations.

He told Mr. D. Chapman (Soc., Northfield) that it might be some time before he could make another statement about an increase in the 30 m.p.h. speed limit for light goods vehicles.

## And All Because of Half a Crown . . .

FOR many years two Somerset coach operators shared business between them, carrying miners to local pits. Then came the closure of one of the major collieries, and last week the two operators faced each other in the traffic court—one seeking a licence to carry the displaced miners to a new pit, and the other opposing him. And all because of half a crown.

Mr. A. W. Carter, High Littleton, had offered to take former Pensford Colliery men to the new Norton Hill Colliery for £4 15s. per five-day week, plus £1 10s. for Saturday mornings plus 5 per cent. Mr. P. J. Riggs, Clutton, Bristol, offered the same terms, except that his weekly quotation was £4 17s. 6d.

Mr. Carter was awarded the contract by the National Coal Board, and he asked the Western Traffic Commissioners last week for an express licence to carry miners from Marksbury. On his behalf, Mr. J. A. Cox, said both operators had approached the N.C.B., but because they could not reach agreement it was agreed that they should tender.

Mr. T. D. Corpe, for Mr. Riggs, wondered if it was right for a man who had served the N.C.B. well for a number of years to be treated in such a way. Replied Mr. D. G. Cottle, N.C.B. transport manager at Radstock: "Officials cannot afford to be sentimental." The Board, who supported the application, proposed to subsidize the suggested service, although the men would pay fares.

Mr. S. W. Nelson, chairman, said operators should be paid so that they did not have to struggle for the last half-penny. In this case there was only 2s. 6d. between the men's tenders, so Mr. Carter would be granted a short-term licence for one month to enable agreement to be reached, or to give Mr. Riggs time to make his own application for the service.

c11

**A**CCORDING to the latest figures, Bedford is one of the four major towns in England and Wales which have had the most rapid rise in population during the past 10 years, and this trend is expected to continue. Several new factories have been built, whilst the local brickworks have attracted a large number of foreigners to the area who have now settled down there.

Bedford's first bus service was started before 1914 by the Bedford Motor Bus Company, but there have been many changes over the years and now the major operators are the United Counties Omnibus Co., Ltd. Before the war the Eastern National Omnibus Co., Ltd., had a big stake in the area, extending their scope by buying out several small operators. They were still expanding, particularly on town services, when their routes were transferred to United Counties in 1952.

From the days of the Bedford Motor Omnibus Company right up to the end of the last war there was only one town service in Bedford—it stretched from Wendover Drive, on the Cambridge side of the town, through the town centre, and out to Kingston. However, at the end of the war Eastern National began remedying matters and inaugurated another service which passed through the town centre. This one started at Stanley Street, beside Bedford Park, took in the Midland Road Station, and finished at Kempston.

*Mecca of the tourists who visit Bedford, John Bunyan's town, is this statue of the writer at a busy junction on many United Counties' routes. The Leyland double-decker is bound for Keysoe. It is a PD1 53-seater, due to be replaced this year.*



## Bus Services are Ke With a Gr



*Although United Counties have smart headquarters in Bedford, the adjoining bus station, used exclusively by their vehicles, is cramped. However, the corporation are building a new station to relieve congestion. In this picture, a 41-seat Bristol LS is seen departing for St. Neots.*

Further developments took place in 1947 with the building of a large housing estate in the London Road area, on the south side of the town. Eastern National were operating a service connecting the Elstow and Clapham districts, lying south and north of Bedford, so they were able to divert this to serve the new estate.

The same route was extended at its northern end to the Royal Aircraft Establishment, a large experimental base which has attracted many people to the area. But it was soon evident that these moves could not cater adequately for the demand, so two new services were introduced.

One of them was a circular route, starting and finishing at the Midland Road Railway Station. From the station it ran

through the town centre and out to the London Road Estate, making a wide sweep there to return on a parallel route back to the town centre and so to the station again. The second service catered for the new Putnoe Estate in the north, running down through the town to Elstow.

When United Counties took over, they were soon faced with the same difficulty of meeting the needs of an ever-growing population. Big housing projects were rapidly being completed which meant that new services had to be introduced, and now the people of Bedford have eight town services from which to choose.

In the south-west, Queen's Park area has been developed, and at Clapham the population has risen so quickly that two

services are now operated. Services to Putnoe Estate have also been revised—one cuts across Bedford to Cardington Camp in the south-east, whilst another runs along the main street and out to London Road Estate.

Now that much of the building area in and around the town has been occupied, it should be possible to consolidate these eight services, which have, until recently, lived rather a chequered life. Developments are taking place in the Kimbolton Road area, but slight variations to the Putnoe services should meet all requirements there.

Bedford's out-of-town services have remained basically the same for a number of years, with the exception of the Bedford-Northampton and Bedford-Cambridge links, which have now been combined into one route. The original Cambridge service was unusual in that it was the only one to start from Midland Road Railway Station, a considerable distance from the bus station. With the through service, the extra mileage involved has been eliminated, as buses from Northampton pass the railway station on their way out to Cambridge.

Apart from United Counties there are still a few other operators providing facilities for residents in the surrounding country districts. Birch Bros., Ltd., cover a wide area in the county, but they have mainly concentrated on Luton. Their routes affecting Bedford are confined to a local service connecting the town with Harrold and some neighbouring villages, together with a regular run between Rushden and London.

East of Bedford is Turvey, the base of Bailey Bros., who connect the town with Lavendon on Wednesday, Thursday and Saturday. In the north is Keysoe, and from there G. Woolston and Sons run into Cambridge on Tuesday, Wednesday and Saturday—they have a fleet of five brown and cream coaches, four of them Bedfords.

The blue buses operated by Premier Travel, Ltd., Cambridge, are also seen in

Horseshoe Coaches, Ltd., London, have a base at Bedford from which they operate to Ridgmont for the Marston Valley Brick Co., Ltd. Workers at the Unilever plant in Sharnbrook are provided with transport by Ouse Valley Coaches, who now have a new garage for their vehicles just off Goldington Road. Ouse Valley also hold school contracts, and cater for private hire requirements. The London Brick Co., Ltd., also pro-

vide facilities for their workers, but they have equipped themselves with two double-deckers for the task—both of them RT-type vehicles acquired from London Transport.

To meet the growing needs of the town, the corporation are building a new bus station behind Midland Road, close to the main shopping centre. This will relieve congestion at United Counties' station in Broadway, and will possibly accommodate Birch Bros.' services, which now terminate nearby in St. Peter's Street.

Congestion plays a major part in reducing the average speed of town services, and the position is not helped by the fact that United Counties' garage is at the opposite end of the town to their bus station. This garage houses their entire Bedford area fleet, providing covered accommodation for nearly 100 vehicles, and there is a large open space at the side for expansion.

Most of their vehicles are



# are Keeping Pace n a Growing Town

*New Housing Estates on Every Side  
Mean Bedford is Best Served by  
Cross-town Routes*

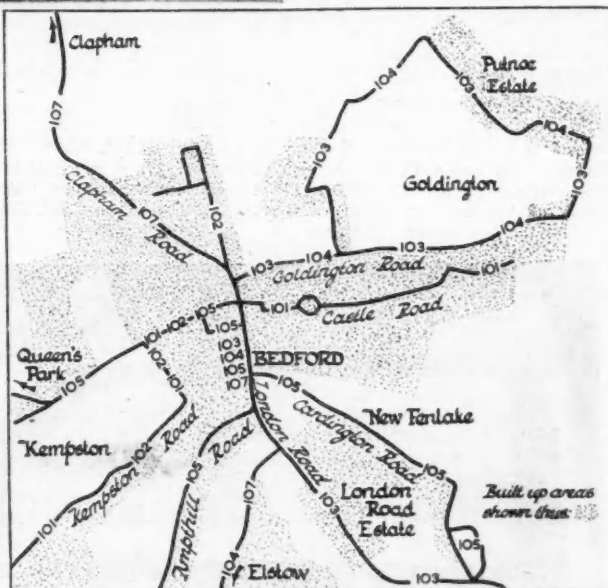
By D. R. MacGregor, B.Sc.(Econ.)

Bedford, as Premier run a regular service into the town from Huntingdon and St. Neots. On the express route between Cambridge and Oxford, which passes through Bedford, Premier work jointly with Percival's Motors (Cambridge), Ltd. This service was originally started to cater for undergraduates travelling between the two university cities.

Wallace Arnold Tours, Ltd., pick up at St. Peter's Church on their extended tours to Scotland and, in the express field, Associated Motorways take in Bedford on their service linking Cheltenham, Cambridge and Norwich.

With so much industry in and around the town, good works services are an essential feature.

(Top) This United Counties 39-seat Bristol LW5G is a rear-entrance bus serving one of Bedford's new estates. (Right) Some idea of the way Bedford is served by through routes can be obtained from this map. (Below) Seen in the shopping centre on Putnoe Estate is a United Counties Bristol Lodekka 60-seater.



Bristols, although there are a few Leyland PD1A Titans which were bought by Eastern National in 1947. One of these has a Gardner engine.

Birch Bros. have no depot in the town and have to keep their vehicles at Rushden or Henlow. On their London route they operate a fleet of Leyland and Guy double-deckers, but all their recent coaches have been A.E.C.s, two of them Park-Royal-bodied Reliances for one-man operation.



**New Equipment and Publications**

## Running Over Mud

**C**APABLE of supporting loads of up to 10 tons when laid flat on soft ground or sand or, when suitably staked, of carrying a 3-ton lorry across a culvert, Trakmat sections have been produced by Bracketing, Centering and Lathing, Ltd., Central Avenue, West Molesey, Surrey.

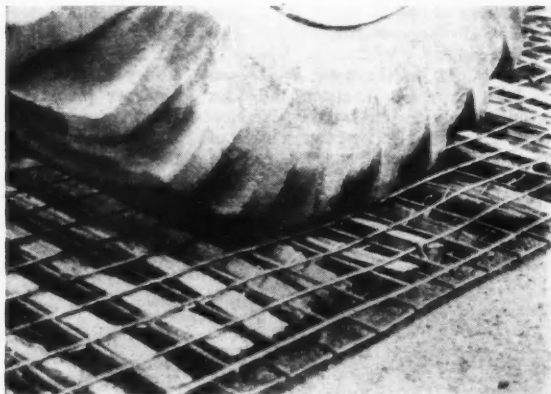
It is primarily intended for use on muddy ground so that vehicles can be given means for access to building sites, quarries and the like. Chestnut pales are sandwiched between two layers of high-tensile steel mesh, and an incidental advantage is that the sections have a scraping effect on the tyres of vehicles and remove much of the mud that they would otherwise carry on to the hard road.

Trakmat is available in two sizes, 7 ft. by 3 ft. and 12 ft. by 7 ft., the cost being £1 10s. per sq. yd. Individual sections are quickly joined by S-shaped steel clips, and gaps can be prevented by arranging the upper sheets so that they overlap the lower.

### 4-ton Tractor

**A** BATTERY-ELECTRIC tractor with a capacity of 4 tons has been introduced by Wessex Industries (Poole), Ltd., West Street, Poole, Dorset. Known as the Wrigley E733, it has an Exide Ironclad 166 amp.-hr. battery and an S.E.M. 2.3 h.p. motor. The accelerator

*Trakmat, made of steel mesh and chestnut pales, allows vehicles to be driven over otherwise impassable soggy or loose ground.*



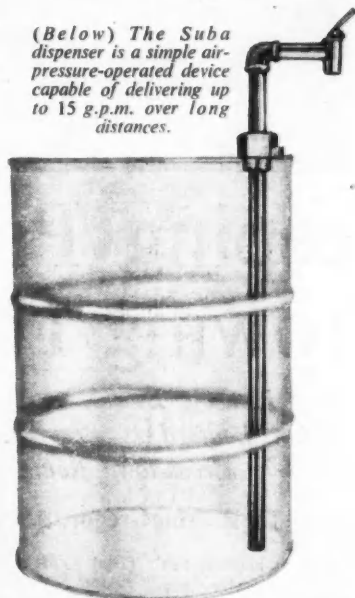
tion of frost or dew upon the windscreen, and its effectiveness has been proved by The Commercial Motor, although it was found advisable to moisten the suckers and press them firmly on to a clean area of screen to ensure their adherence.

The Anti-Jacksie is made by Messrs. Agnew and Mann, 304 High Street, Glasgow, C.4. The standard size is adequate for most 8-10-cwt. vans, but although a little small for them can be valuably applied to larger vehicles.

### Drum Dispenser

**A** SIMPLE drum dispenser which operates from air pressure is being offered at £7 10s. by Suba Hydraulics, 142 Carshalton Road, Sutton, Surrey. It is capable of delivery of up to 15 g.p.m.

*(Below) The Suba dispenser is a simple air-pressure-operated device capable of delivering up to 15 g.p.m. over long distances.*



*(Left) During the recent cold weather, the Anti-Jacksie effectively kept the windscreen of this van clear after night frosts. The material is hung on hooks attached to rubber pads.*



pedal operates a five-step speed controller which, in conjunction with magnetic contactor and heavy-duty resistance, provides smooth starting, inching and speed control. Pneumatic tyres are standard but solid or cushion rubber tyres may be fitted.

### Frost Barrier

**S**ENSIBLY priced at 7s. 6d., a good deal cheaper than comparable products, the Anti-Jacksie window protector is a piece of yellow plastics sheet which can be attached to the glass by means of rubber suckers. These have wire hooks on which eyelets in the fabric may be hung.

Use of the sheet prevents the forma-

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*The Wrigley E733 4-ton tractor is a compact three-wheeler powered by an Exide Ironclad battery. Pneumatic tyres are standard.*





and consists of a steel riser pipe with an aluminium valve body, an air regulator and barrel adapter.

After the cap of a drum has been opened, the dispenser is screwed in and connected to an air supply. A continuous supply of air is not required as, once charged, pressure may be maintained for some time. The air control valve ensures that the storage vessel is not subjected to more than 5 p.s.i. There is also an excess-pressure safety valve.

The apparatus is said to be able to deliver liquids without fluctuation or pulsing, and can be used to dispense over long factory lines.

### Conveyors Priced

**C**ONTAINING details of their gravity roller conveyors for loads of from 10-320 lb. per roller, a leaflet issued by Rendale Handling, Ltd., 5 Great Hampton Street, Birmingham, 18, includes prices among the information given.

### Polyester Dough

**A** RAPID-CURING glass-fibre and mineral-filled polyester-dough moulding material has been evolved by Bakelite, Ltd., 12-18 Grosvenor Gardens, London, S.W.1. It is stated that mouldings can be made from Alkyd DX.18927, as the material is known, at lower cost than from conventional alkyd or phenolic glass-fibre-reinforced materials.

Possible applications are stated to be for switchgear and other electric components, battery trays, tool handles and cases. Electrical properties are well maintained under humid conditions. Curing of a moulding  $\frac{1}{4}$  in. thick at 150° C. requires 1 min. and  $\frac{1}{2}$  in. thick 5 min.

### Conversions Card

**A** USEFUL card which may be clipped to a sun visor has been produced for the benefit of drivers travelling to the Continent, by Trico-Folberth, Ltd., Great West Road, Brentford, Middx. It gives metric equivalents in respect of distance, liquid measure and fuel consumption on one side, and on the other a currency conversion chart. Tyre pressures are also given in p.s.i. and kg. per sq. cm., and the disposition of various radio stations and their wavelengths is depicted. The card is issued free.

### Armoured Floors

**E**NABLING a tough surface to be laid down for the use of heavy works trucks, for example, Decksmetal is a reasonably priced steel armour for use with mastic-asphalt or rubber-compound floorings. It is made by Causeway Reinforcements, Ltd., 66 Victoria Street, London, S.W.1, in 4-ft. strips which can be arranged continuously by means of the tongues and slots which are provided.

The mesh is provided in 14-gauge material 1 in. deep, and each cell measures 3 in. It is treated with a bitumen compound before dispatch to ensure easy adhesion to asphalt.

### Battery Intercom

**A**N internal communications system incorporating transistors, and which is claimed to be able to be run for a year on two small dry batteries, has been introduced by Centrum Electronics, Ltd., 37 South Road, Southall, Middx. The master control has a selection of switches for the different sub-stations, which have two-way switches so that reception and transmission are possible.

There are two types of loudspeaker, one being attractively styled in a box and intended chiefly for showrooms and the other a circular unit of conventional pattern.

### Creamy Cleanser

**H**AVING the consistency of a smooth cream, Maxwell hand cleanser is being marketed by the Liverpool Borax Co., Ltd., St. Pauls Square, Liverpool, 3. It is sold in quantities of 28 lb., 56 lb. and 112 lb. at an average price of 1s. 6d. per lb., and for smaller users it is to be supplied in handy tins. A sample tested by *The Commercial Motor* was quickly effective and needed to be used only sparingly.

## 500 cu. ft. of Space in Compact Van

**A** HANDY forward-control van version of the Bedford TJ normal-control 25-cwt., 35-cwt. and 3-ton models has been produced by H.C.B. Engineering, Ltd., Totton, Southampton. It is known as the Univan and has a capacity of 500 cu. ft. It has been designed basically as a light parcels-delivery van, but can be adapted for use as, for instance, a mobile shop, workshop or library. The prototype, inspected by *The Commercial Motor* last Friday, is based on a 35-cwt. oil-engined chassis.

Forward control increases the body length by 3 ft. 10 in. to 12 ft. 4 in. inside. The internal width and height are both 6 ft. 6 in. The use of 16-in. wheels (which are standard on Bedford TJ models of up to 4-ton capacity) reduces the loading height at the rear to 2 ft. 8 in. unladen. Overall dimensions of the vehicle are: Length, 17 ft. 8 in.; width, 6 ft. 10 in.; height (unladen), 9 ft. 2 in. With a wheelbase of 9 ft. 11 in. the turning circle is 39 ft.

In the basic model there is no bulkhead behind the driver, but one can be supplied. Roller shutters can be installed in place of the usual double rear doors, which provide a loading aperture 6 ft. wide and can be fastened back against the body sides.

Double hinged side doors, to permit

*The H.C.B. Univan, based on a forward-control version of the Bedford TJ 35-cwt. chassis. The loading height is low and the cab is easy to enter.*



two- or three-way loading, are other extras. Translucent panels can also be fitted in the roof, and a loading space 4 ft. 3 in. long, 1 ft. 10 in. high, and 6 ft. 6 in. wide can be arranged above the driver's head. Other variations can also be made.

The cab has external sliding doors with sliding windows, and access is made easy by an outside recessed step on each side, ahead of the front axle, and only 1 ft. 4 in. from the ground. The height from this step to the cab floor is 1 ft. 2 in.

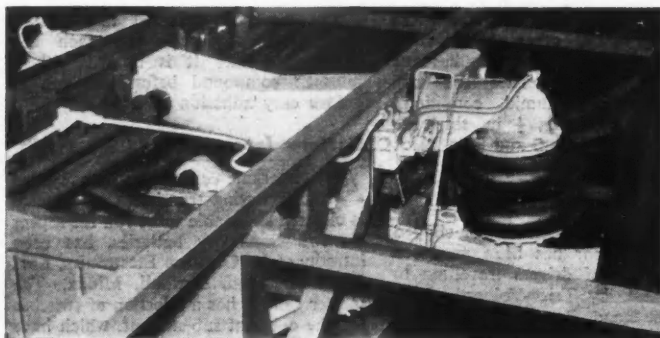
The driver can walk round the seat to reach the load or the near-side door. Instruments are neatly grouped in front of him and two quickly detachable glass-fibre bonnet panels make the engine easily accessible. A windscreen 2 ft. 2 in. deep

ensures good forward vision to within 6 ft. of the stout front bumper.

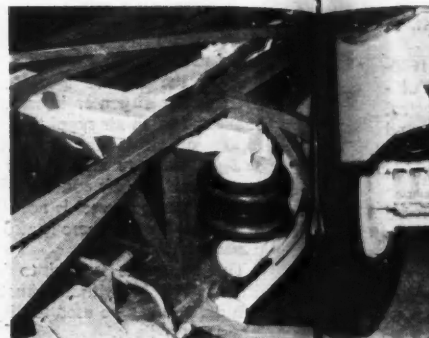
Apart from square-top wheel-arches, the floor is unobstructed. The body consists of 22-gauge steel panelling on wooden framework.

With the Bedford 200-cu.-in. oil engine, the standard model of the 35-cwt. Univan weighs about 2 tons  $\frac{3}{4}$  cwt. unladen, and with the 214-cu.-in. petrol engine, approximately 2 tons  $\frac{1}{4}$  cwt. The conversion costs £135 and the body £310.

In addition, conversions to forward control are available for the whole TJ range up to 7-ton capacity. The cost of a stage 1 conversion, which is supplied with the radiator mounted on a bulkhead, is £105, and of a stage 2 job, which includes scuttle and windscreen, £135.



(Left) The front suspension of the Magirus-Deutz OS 5506 H rear-engined bus chassis consists of transverse swinging arms and Continental air bellows, the arms overlapping at their inner ends. (Right) The rear suspension of the same chassis has four bellows, axle location being by two radius arms and a two-leaf longitudinal spring.



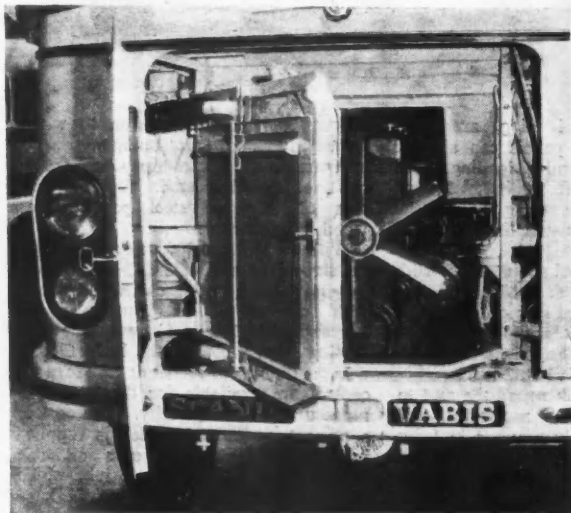
## DUTCH WELCOME AIR-SPRING NOVELTIES

EVER since the 1957 Frankfurt Show, air suspension has been the chief talking point at most European commercial-vehicle exhibitions, including, of course, last year's London Show. The 40th R.A.I. Show, which opened in Amsterdam last Friday and closes next Sunday, reveals a greater number of different suspension layouts than has probably ever been gathered under one roof. Air-suspension systems from Germany, Great Britain, Holland and Italy provide numerous contrasts in design, ranging from simple semi-trailer installations to strangely complex bus-chassis applications.

There is widespread enthusiasm among Dutch goods and passenger-vehicle operators for air suspension, so this Show gives plenty of encouragement for them, but the general feeling is that caution must be exercised at this stage, as many of the systems are undoubtedly untried experimental layouts which could prove unsatisfactory and unreliable. Nevertheless, semi-trailers with air suspension have already been sold in Holland in appreciable numbers, and are proving successful in many instances, leads having been established by D.A.F.—who exhibited an air-spring trailer at Frankfurt in 1957—and Netam, who have developed a conversion system for passenger vehicles also.

This year's R.A.I. Show is expected to be the last in the present six-acre building, work having commenced on a larger establishment a little farther from the centre of Amsterdam. Of the 185 entries from 10 different countries, Britain and Germany head the non-Dutch vehicle exhibits, each being represented by 17 makes, with the U.S.A. having eight makes, France four, Eastern Germany three, Sweden two, and Italy, Austria and Switzerland one each. All told, there are 76 chassis, body and trailer makers represented, backed up by about 100 accessory and garage-equipment exhibitors.

The growing importance of the R.A.I. commercial-vehicle exhibition is accentuated again by the absence of a Brussels Show, this normally being the first Show in each year. This, combined with the natural attraction of the Dutch markets for all European makers (stimulated by thoughts of a free-trade area) makes the Dutch Show



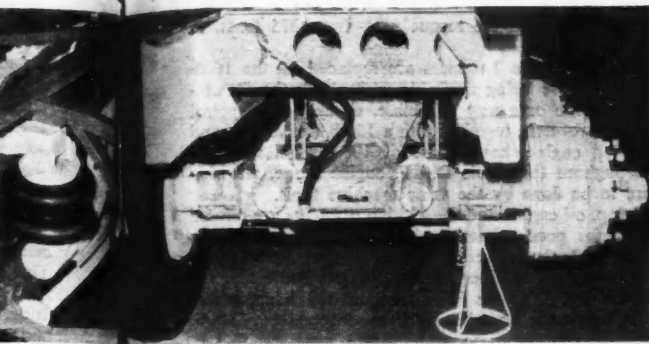
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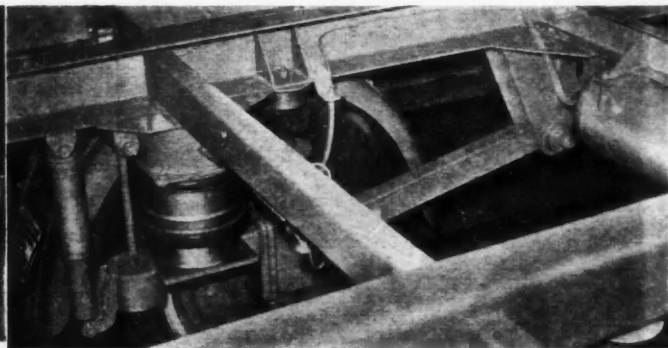
(Above) A Leyland Tiger Cub chassis forms the basis of this Roset 33 coach, the body style being known as Bella Vista. The dual headlamps be noted, this being a prevalent feature of current Dutch coaches.

(Left) This Beers forward-control conversion on a Scania-Vabis goods chassis has hinged radiator and grille panel to give rapid access to the front of the engine and the steering gear. The engine is a new 165 b.h.p. six-cylindrical unit.

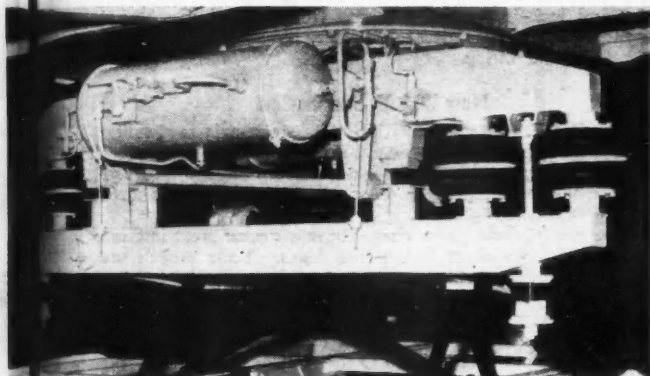
John Moon,  
A.M.I.



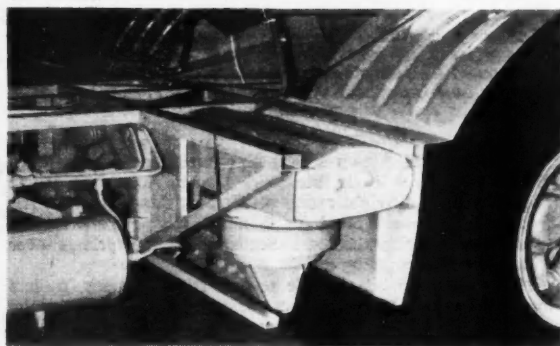
(Above) The air suspension system of the Burg tandem-axle semi-trailer has a conventional layout, with General Tire and Rubber air pillows. No dampers are fitted, however, and stability and roll resistance are provided by electrically actuated compensation valves.



(Above) General Tire and Rubber diaphragm-type air springs are featured on this Burg four-wheeled drawbar trailer. The axles are carried on rubber-bushed radius arms, the springs being behind the axles, and working with telescopic dampers and rubber helper springs.

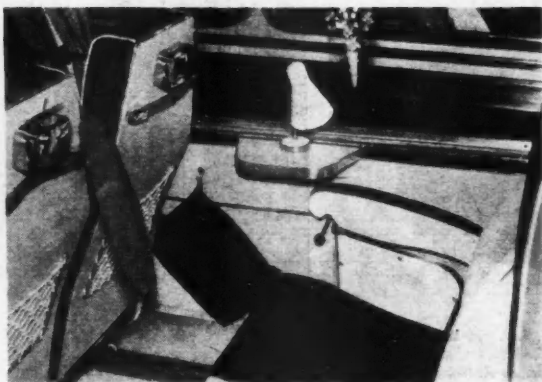


Four Continental bellows-type air springs are used at each axle of the four-wheeled trailer. The springs act on a transverse beam to which are the rear ends of the radius rods carrying the axle beam. Two levelling valves, two dampers and one Panhard rod are employed at each axle.

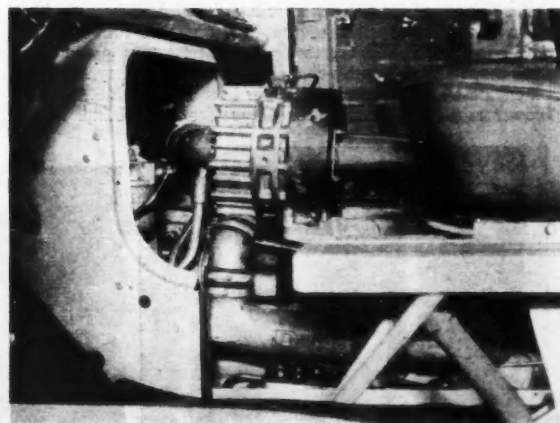


(Above) The M.A.N. 760 UOC 1 bus chassis has air suspension at front and rear. The diaphragm-type springs at the rear have large surge tanks to lower the spring frequency. (Below) The B.S.A. turbo-blower on the D.A.F. DS 575 oil engine effects a power increase of 37.5 per cent.

### *Amsterdam Commercial-vehicle Show Reveals Many Varied Air-suspension Layouts: New Models Shown by Several Manufacturers: Verheul Enter Goods Chassis Field*



A König Riviera 41-seat coach based on a Scania-Vabis forward-engined chassis has individually adjustable seats and small side-tables carrying adjustable reading lights. Plastics-faced trim panels are employed.



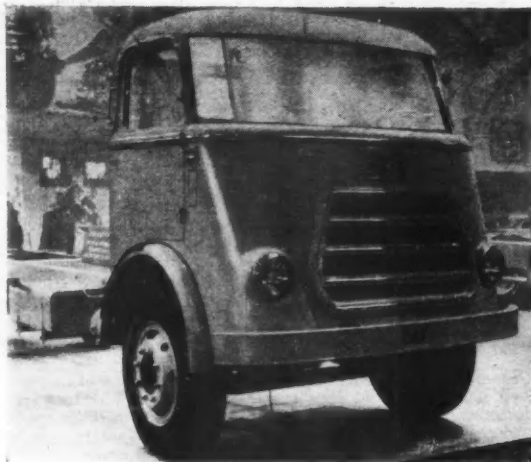
one of the most important exhibitions regularly held in Europe, the international flavour being more pronounced than at any of the other Shows. Over 102,000 people visited the last R.A.I. Show in 1957, and an even greater number is expected this year.

Despite the attraction provided by the air-suspension novelties, there is a great deal of interest in the more conventional exhibits, and a large number of the chassis shown has not been displayed in Holland previously. Of the British exhibits, all were seen in London last year other than a few specialized export models, these including

c17

John Moon,  
A.M.C.E.





*A new front grille is featured on the latest D.A.F. forward-control cab, this particular example being on a 1600-series 8-tonner. This chassis supersedes the former 1500-series 7-ton range, and is available with either the D.A.F.-built Leyland 0.350 oil engine or a new D.A.F. 155 b.h.p. petrol engine.*

a normal-control Albion Reiver six-wheeled goods chassis; a Guy Warrior with Invincible Mark II cab, A.E.C. oil engine and a gross-train-weight rating of 25 tons; Austin and Morris 5- and 7-ton chassis rated for 6- and 8-ton payloads respectively; and a long-wheelbase Scammell 25-ton prime-mover with automatic coupling gear.

New Dutch exhibits include several D.A.F. chassis, trailers and engines; two Verheul goods chassis which result from the amalgamation of this body concern with the Kromhout chassis makers; Van Twist chassis assembled from Seddon components, some of which have Brockhouse automatic transmission; and a widely varied assortment of trailers, many with air suspension.

The D.A.F. concern is making great technical advances, and that this policy is paying off is shown by the sales figures for last month, D.A.F. sales accounting for 32 per cent. of the Dutch market, with Bedford second at 12 per cent.

An important innovation affecting the D.A.F. heavy-vehicle range is the introduction of the 1800 series of four-wheelers, developed principally for tractor use at 28 tons gross. The 1800 models have a turbo-charged version of the Leyland 0.350 oil engine which D.A.F. build under licence. The B.S.A. turbo-blower raises the gross power output from 120 b.h.p. to 165

b.h.p. at 2,400 r.p.m. and the torque peak from 275 lb.-ft. to 348 lb.-ft.

The D.A.F. 1500-series 7-tonners are replaced by the 1600-series 8-tonners, these being available with either the D.A.F.-built Leyland engine or a new 155 b.h.p. six-cylindere petrol engine. This petrol unit, together with a 135 b.h.p. version and a 100 b.h.p. oil engine, has a bore of 100.6 mm., which is standard throughout the whole D.A.F. engine range, allowing manufacture to be done by the same machine tools.

The 100 b.h.p. oil engine and the 135 b.h.p. engine are offered in the 1300-series goods chassis, which are rated at 10 tons gross weight, and the 13-series normal-control 9½-ton-gross models. The previous versions of these chassis had either the Perkins P6 oil engine or the Hercules JXC 102 b.h.p. petrol engine, these two units now having been dropped by D.A.F.

Although two air-suspension systems are used on D.A.F. trailers, conventional suspension is retained on all their powered chassis, but this has been subject to recent modifications. The changes include the use of rubber inserts at the ends of the spring leaves, greasing points for dirt exclusion at the sliding end of the springs, and rubber pads at the helper-spring brackets. A multi-pull hand brake has been introduced, and cab modifications include the use of a new front grille and a hinged switch panel on the dashboard which gives quick access to the fuses and wiring.

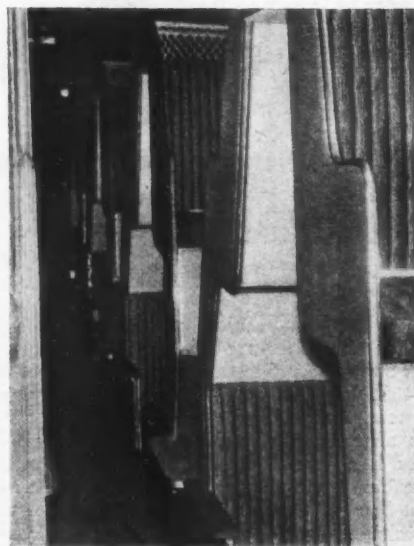
### New D.A.F. Suspension

The D.A.F. trailer exhibits include a single-axle semi-trailer with independent air suspension, using General Tire and Rubber air pillows and anti-roll triangulated trailing arms in a similar layout to that employed on the tandem-axle suspension introduced 18 months ago.

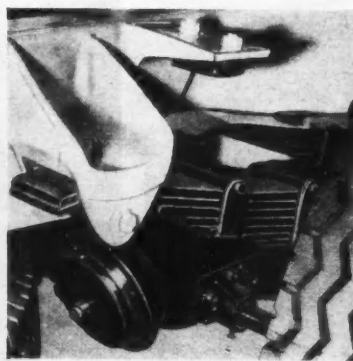
The new Verheul goods chassis have attracted great interest, particularly in view of their stylish looks. These models are assembled by Verheul from Kromhout units and the range consists of normal-, semi-forward- and forward-control four-wheelers and semi-forward- and forward-control six-wheelers, gross ratings ranging from 25 to 38 tons in the case of tractor models, with payloads of 7½ to 15 tons for the load carriers.

All the new chassis are powered by the Kromhout 140 b.h.p. oil engine, and six-speed gearboxes are fitted. The chassis specifications generally follow conventional lines, but the cabs are of interest, the same basic cab being used on all chassis types, in the manner of the Guy Invincible Mark II cab. In all applications the cabs are mounted high to give a level floor and small engine cowl, but this does nothing to assist access from ground level! Whatever their practicability, however, the cabs are certainly smart, as might be expected of a long-established passenger-bodywork concern.

(Continued on page 53)



c18



(Left) The Z.A.B.O. 74-seat 1½-decker, based on a Scania-Vabis chassis, was built for works transport in Rotterdam. (Above) D.A.F. leaf-springs now incorporate rubber end inserts and rubber-faced helper-spring brackets. (Right) This air-spring assembly was developed by Netam for Verheul. It can replace a steel-spring layout.





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\* Includes the Dual Purpose for the most widely varying conditions. Carriload 421 is also available in P.5 or Premium version for still greater mileage. Full details from Pirelli Ltd.

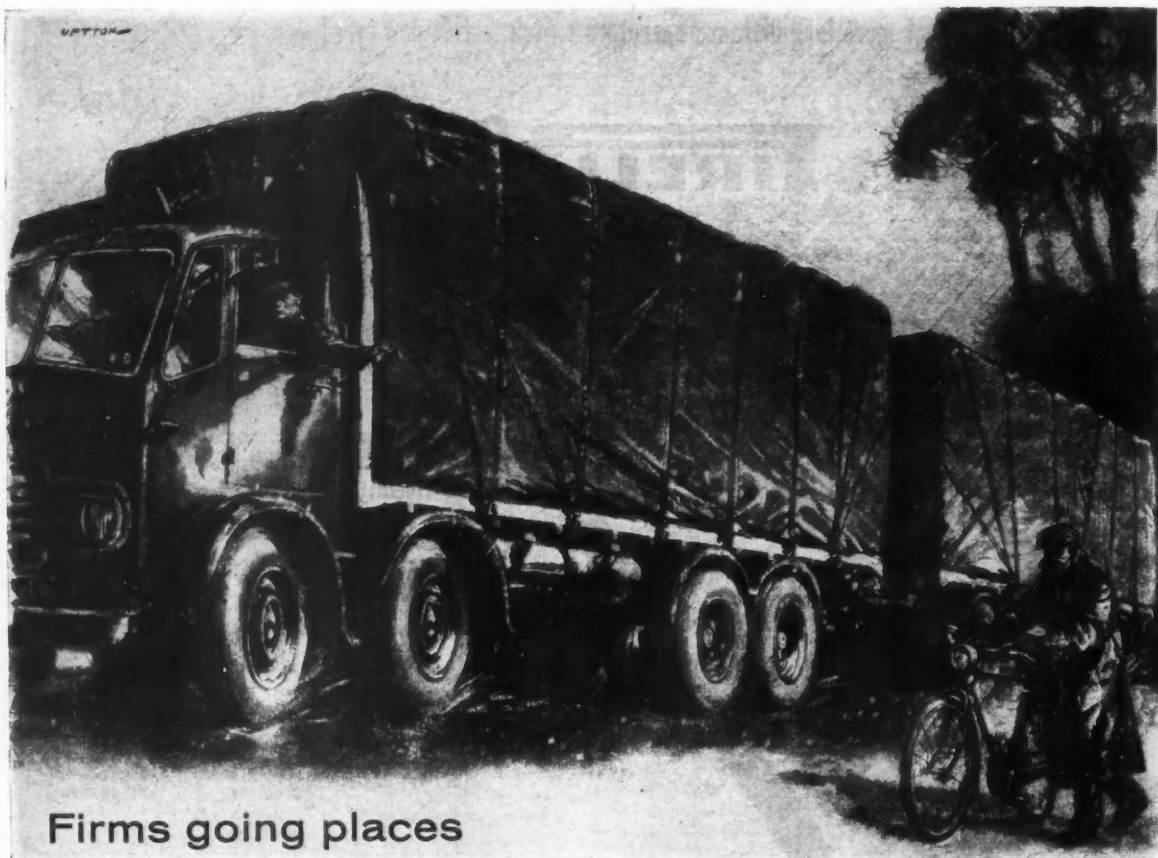
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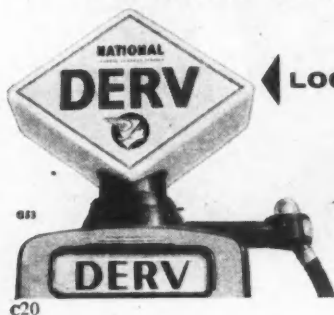
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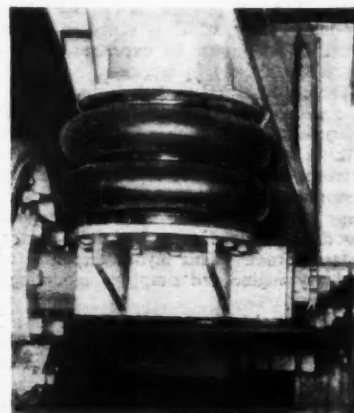
◀ LOOK FOR THIS GLOBE

# NATIONAL DERV

NATIONAL BENZOLE COMPANY LIMITED, MERCURY HOUSE, 195 KNIGHTSBRIDGE, LONDON, S.W.7  
Agents for the Dominion Motor Spirit Co. Ltd.



(Left) This Netam concrete agitator, based on a Henschel chassis, has a hydrostatic drum-drive layout, the Saalmann pump being driven off the front of the motive engine. (Right) This Netam four-wheeled trailer has independent air-suspension. Continental bellows are used. (Below) Good battery access is given by this Scania-Vabis layout, developed for passenger chassis. The carriers swing outwards to clear the body.



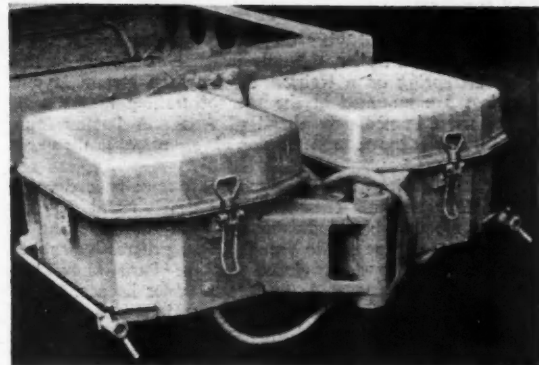
Another new Verheul model is the Panorama VB59 coach, notable for its modern lines and generous glazing. Various body styles are offered, ranging from 48-seaters to 40-seaters with bar and toilet. Thus bodies can be mounted on most types of chassis or a coach can be supplied with integral construction. A novel touch is that the windscreen and rear-window glasses are interchangeable, so that in the event of a broken windscreen a rear window could be installed as a makeshift.

Austin 3-ton forward-control chassis form the basis of two further new Verheul projects, a 23-passenger bus and a 640-cu.-ft. van being offered by the Austin agents, R. S. Stokvis and Zonen N.V., Rotterdam, as standard models.

An air-suspension system is shown on the Verheul stand, this having been developed by Netam as a conversion unit for leaf-spring chassis. The front spring-hanger brackets are retained to form the pivot points for fabricated trailing arms, which consist of short leaf springs clamped to cranked arms. At the rear ends of these arms are Continental double-convolution bellows, above which are located the surge tanks. This conversion looks a particularly simple method of applying air suspension to existing vehicles.

Although the merger between Verheul and Kromhout virtually means that the name Kromhout will disappear from vehicles, a normal-control Kromhout tractor is exhibited on the Verheul stand. The disappearance of this name is compensated, however, by the appearance of a new one—A.S. This is on a six-wheeled forward-control chassis built by Schmidt's Auto- and Motorhandel, Amsterdam, who are Cummins agents. The new vehicle is made up from a used chassis in which has been installed a Cummins N.H.-180 180 b.h.p. oil engine.

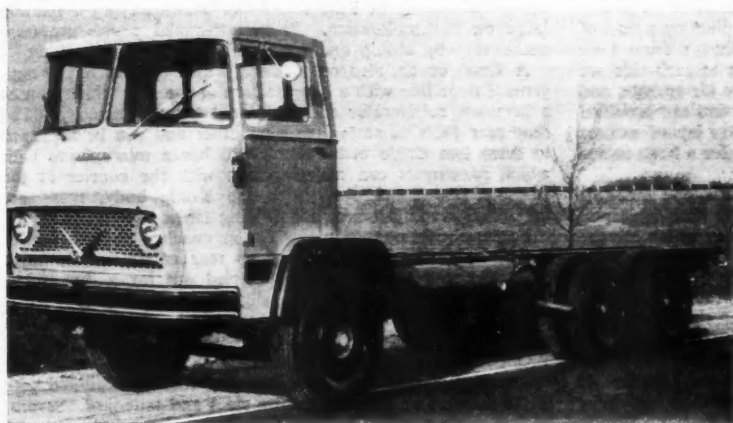
Considerable ingenuity is to be seen on the stands of the Dutch trailer and equipment manufacturers, although most of the novelty is centred on air suspension. Several manufacturers—Broshuis, Burg, Pacton and Zwolve—show tandem-



axle semi-trailer installations using General Tire and Rubber air pillows and the General system of axle location, as used by several British companies.

This type of installation, however, is not popular with some Dutch operators because of its comparative lack of roll resistance, an important consideration in the case of tanker trailers, and to overcome this defect Burg have modified the system by incorporating an electrically controlled series of compensation valves which ensure that any tendency for the trailer to tilt is immediately corrected by raising the air pressure on the lower side. This Burg trailer has no dampers, which suggests that the electrical compensation can give a damping effect also.

General air pillows are also used by Netam (in addition to D.A.F., whose systems have already been described), and the Netam installation is interesting in that it has self-steering axles. Although the resulting system is somewhat complicated compared with the normal General layouts, close inspection



The new Verheul goods-vehicle range, which uses Kromhout units, includes this forward-control six-wheeler. Other models are forward-control four-wheelers and semi-forward-control four- and six-wheelers. The six-wheelers have a gross-train-weight rating of 38 tons.

reveals that it is more simple than initial impressions imply. Netam have found it necessary to offer this steering axle arrangement because their normal steel-spring trailer bogies also have steering axles, and the installation allows sideways movement of just over 3 in. at each axle.

To do this, Netam mount the General air pillows inside two deep channel-section pressings, and below the pillows at each side there are light leaf springs which provide the necessary lateral location whilst still giving the self-steering



effect. The roll problem is catered for by the provision of a pendulum valve, which is stated to give satisfactory roll compensation as shown by experience with trailers of this type which are already in service.

There are several trailers equipped with Continental bellows-type air springs, including a Netam four-wheeled model with independent suspension employing a system of trailing arms with the bellows behind the wheels. Another important Netam development is the use of German Saalmann hydrostatic drive equipment on a Henschel concrete agitator, the Saalmann pump being driven off the front of the engine crankshaft, whence the fluid is piped to a hydraulic motor situated under the agitator drum. This layout dispenses with the need for an auxiliary engine and simplifies mounting to varying types of chassis.

Continental bellows are employed on a Zwelve four-wheeled trailer also, but in this case there are four bellows per axle, these acting on a floating cross-beam to which are pivoted the rear ends of I-section trailing arms on which the axles are trunnion-mounted. This installation should give good anti-roll stability as it enables the pairs of bellows to be located directly behind the wheels. Lateral location is provided by Panhard rods.

General Tire and Rubber diaphragm springs appear on a Burg four-wheeled trailer, the only instance of the use of this type of air spring on a trailer. As with the Netam layout, the springs are mounted at the rear of trailing radius arms with the axles immediately ahead of them. A Pacton four-wheeled trailer is shown with Dunlop air springs, a trailing-arm layout being used.

Whilst it is obvious that concerns like Netam have devoted considerable time and energy to the development of air-suspension systems, Netam themselves have another string to their bow in the shape of the French Coder progressive rubber suspension which was introduced for the Paris Show last October. This is being made by Netam under licence.

Of the German exhibits, the two most interesting models are the Magirus-Deutz and M.A.N. passenger chassis, both of which have somewhat complicated "open-type" tubular chassis frames and air suspension. The M.A.N. bus, which was seen in prototype form in Frankfurt in 1957, uses Continental diaphragm-type springs, the independent front suspension layout being similar to that of the Guy Victory air-sprung disc-braked chassis, which is also on display. The rear suspension consists of radius arms, approximately 10 ft. long, with diaphragm units behind the axle, and to lower the frequency each rear spring has a large surge tank directly above it. This M.A.N. 760UOC1 chassis, generally, looks extremely complicated, and servicing might prove awkward, but despite this nine have already been ordered by a Dutch operator and there are many in use in Germany.

#### Unusual Front Suspension

The Magirus-Deutz OS-5506H chassis, which has a Deutz V6 125 b.h.p. air-cooled oil engine mounted at the rear and is intended primarily for integral construction, also features independent front suspension, the system employed being more than a little unusual.

The front wheels are carried on the outer ends of transverse swinging arms which are crossed, so that the pivoting points of each arm lie on the opposite side of the chassis from their respective wheels. Outrigged from the frame at each side are brackets which carry Continental bellows-type air springs, and fore-and-aft location and braking-torque reaction are provided by forked radius arms. The use of the crossover layout ensures maximum possible length of swinging arm to give a large radius of movement when the wheels are deflected.

At the rear there are four Continental bellows, one ahead of and one behind the axle at each side. The axle itself is carried on tubular longitudinal members, at the ends of which are the bellows, and torque reaction is provided by two light radius rods below the axle and a two-leaf longitudinal spring running across the top of the axle. This leaf spring additionally provides a measure of lateral location. About 90 of these Magirus-Deutz buses are in operation in Hamburg.

Another new German exhibit is the Hanomag Kurier forward-control 2-tonner. The chassis layout of the Kurier is reminiscent of the Thames and B.M.C. forward-control light vans, in that the engine and radiator are set back in the chassis

frame to lie behind the centre line of the front wheels. Being a bigger vehicle, however, good use of this is made by providing a third seat over the engine cover and a clear floor from door to door, the gearchange being on the steering column.

Another interesting light German vehicle is a special version of the Volkswagen carried out by Pon's Automobielhandel N.V., Amersfoort. The conversion has resulted in a large-capacity van primarily for bread and biscuit delivery, and the wheelbase has been increased to 11 ft. 2 in., enabling a 320-cu.-ft. body to be mounted, as opposed to the 170-cu.-ft. body fitted as standard.

On the Ford stand there is the first presentation of a new German Ford van based on the Taunus 17M estate car. This is a particularly attractive vehicle, rated for a payload of  $\frac{1}{2}$  ton, and the power unit is a 1,698-litre 67 b.h.p. petrol engine which drives through a three-speed synchromesh gearbox. The van body follows typical American lines of having a steeply raked top-hinged door.

Swedish vehicles are particularly popular in Holland, and the two main Swedish manufacturers—Scania-Vabis and Volvo—have large stands. The principal Scania-Vabis exhibits are the new L.75 models which, like their predecessors, are normal-control vehicles but have a new 10.26-litre six-cylindered direct-injection oil engine which develops 165 b.h.p. at 2,200 r.p.m.

The L.75 range includes four- and six-wheeled prime movers and tractors and was briefly dealt with in *The Commercial Motor* dated January 2, 1959. The standard Scania-Vabis cab itself is little changed, but is extremely popular in Holland because of the degree of comfort it gives, particularly in cold weather.

Scania-Vabis are fortunate in having extremely lively Dutch distributors—Adr. Beers, N.V., Rijswijk—and they have done several conversions of the L.75 chassis to forward-control, normally fitting de Graaf cabs. When formulating this conversion it was originally Beers' intention to try to fit a tilt cab. Mr. Beers himself having built a tilt cab well before the war, in advance of any of the American designs. This was ruled out because of the price and possible complications, but good access to the engine has been achieved by mounting the radiator on vertical hinges, so that by releasing a budget lock the whole radiator can be swung to one side without disconnecting any hoses.

#### New Differential Lock

The Beers' stand features several of the running units from the Scania-Vabis range, including an air-operated differential lock which can be fitted in any of the Scania-Vabis single- or double-reduction axles. The 6 x 4 chassis exhibit, in fact, has this differential lock in both its axles and in the third differential so that under very bad conditions the drive to all four wheels can be locked.

The standard of bodywork to be seen among the bus and coach exhibits is, if anything, of an even higher standard than is normally to be seen at the Dutch Show. Styling is generally restrained without being too plain and the interior finishes are particularly luxurious. Typical of this is the latest König Riviera coach, an example of which is seen on a Scania-Vabis front-engined chassis. This 41-seater has individually adjustable seats, and passengers in the seats next to the windows have the added luxury of little side-tables each carrying a reading lamp on a flexible stem. Plastics trimmed panels are used extensively by König and most of the other bodybuilders.

A Roset coach, also on a Scania-Vabis chassis, has a high general floor line with a drop section at the rear which houses a lavatory, refrigerator and additional luggage capacity. The four rear pairs of seats face each other and can be arranged to form two single beds. Each seat has a microphone with which passengers can make contact with the courier at the front of the coach. As with the König body, there are individual reading lamps, and folding tables are fitted.

Features common to many Dutch coaches are the use of paired headlamp layouts and deep rear windows. In many cases the rear roof panels are carried out for a few inches over these windows to form a slight peak, styling also to be seen on modern Italian private cars, whence the idea was probably taken.

Goods bodywork also is showing increased signs of the use of plastics, and one of the Pacton trailers is exhibited with Bipol colour-impregnated plastics sides and tailboard. Several of the refrigerated vans have plastics interior panels.



## Bird's Eye View

**MR. JOHN BARBER** is now a school master mariner. Apparently he still has some surplus energy left after functioning as a director of Victory Transport, Ltd., and Southampton Football Club, as chairman of Southampton Sub-area of the Road Haulage Association, a member of the R.H.A. national executive committee and national council, a pillar of Southampton Chamber of Commerce, rotarian and peacock fancier, so he has acquired an interest in a private school. I was sorry, when I met him at the Southampton Sub-area dinner last Friday, to find he had not topped his tails with a mortar-board.

In future, any of Mr. Barber's drivers who exceeds his 11-hour stint may expect to have to write out Section 19 a hundred times in copperplate, or take six of the best with a half-shaft.

## Specialized Service

**HIS** co-director of Victory Transport, Mr. C. G. Wise, told me that distribution from store (a side of the business for which he is responsible) had grown so much that they had had to erect another 18,000 sq. ft. warehouse on the splendid country estate at Rownhams where the company are quartered. This expansion has been accompanied by the need for new stock-control systems for customers, which Mr. Wise has spent many hours in devising.

Wholesalers are now following the example of retailers in cutting down their stocks and demanding more frequent deliveries of smaller quantities from manufacturers. The result is that their premises are sometimes so congested with vehicles that a Victory driver may have to wait half a day to collect a 5-ton load.

## Good for the Soul

**DID** I hear Mr. R. N. Ingram, national chairman of the R.H.A., in his speech at the Southampton Sub-area dinner, admit that members had criticized the delay in launching the

# Back to School

By The  
Hawk

Association's publicity scheme? The lack of urgency in the campaign is matched only by members' reluctance to pay up.

## Additive

**THE** Romans had some pleasant customs. One was to make a human sacrifice when the ridge pole was fixed on the roof of a new building. The squeamish Anglo-Saxons substituted a green bough for a corpse, and later an opportunist added a noggin of ale to the festivities.

The "topping out" ceremony was revived when the last skip of concrete was poured on the roof of Castrol (Glass) House in London. After the foreman of the builders had nailed up a green fir bough, he and Mr. Leonard Broadway, managing director of the Wakefield Castrol Group, solemnly quaffed noggins of ale. They should, of course, have knocked back tankards of oil.

## On the Fence

"**THINGS** are terrible," a bodybuilder told me the other day. He was echoing the experience of many in the motor trade, who are suffering from the Chancellor of the Exchequer's refusal to give an indication whether he will remove purchase tax from commercial-vehicle chassis in the Budget. Operators who are delaying the placing of orders may have to wait a long time for delivery when makers are suddenly swamped by post-Budget contracts.

Later the same day, hauliers complained bitterly of a further decline in rates. I was left wondering whether it was better to have business that did not pay or no business at all.

## Fifth Column

"**SURELY** a car is better than a bus — can always deliver your car," says an advertisement in the house journal of the Ceylon Transport Board. I would have thought that the Board were hardly in a position to invite competition.

# Florence Motors Win Continental Tour Battle

**THREE** out of four appeals by James Smith and Co. (Wigan), Ltd., concerning Continental tours have been dismissed by the Minister of Transport. The only successful appeal was against the North Western Traffic Commissioners' refusal to allow the company to run seven-day Continental tours.

The Minister's decision, issued this week, says that Smith's evidence showed there was a demand for Continental tours from south and central Lancashire, and the company should be able to offer seven-day tours in an area where they already operate Continental services. To protect a seven-day Paris tour run by Florence Motors, Ltd., however, a stay of not more than 24 hours may be made in Paris on Smith's trip, which the Minister has authorized.

The North Western Commissioners allowed Florence Motors, Ltd., to reduce their existing tour to Belgium and Holland from eight days to seven days, and to link working from the Northern Traffic Area (in which a similar seven-day tour was already licensed) with that from the North Western Area. Linking between the seven-day tour to Belgium and France from the Northern Area and a corresponding tour from the North-West was also permitted.

Florence Motors were allowed on the

seven-day tour to Belgium and France to spend two days in Ostend as an alternative to one day in Ostend and one day in Brussels, and to operate a 14-day Continental tour and to link carryings from the Northern and North Western Areas.

## FORTHCOMING EVENTS

**March 12-22.**—Geneva Show.  
**March 20.**—Institute of Transport Annual Dinner, Dorchester Hotel, London, W.1.  
**April 18-19.**—British Coach Rally, Brighton.  
**May 12-13.**—National Association of Furniture Warehousemen and Removers' Conference, Eastbourne.  
**May 12-14.**—Public Transport Association Conference, Folkestone.  
**May 14.**—British Association of Overseas Furniture Removers' Conference, Eastbourne.  
**May 24-30.**—International Union of Public Transport Congress, Paris.  
**June 9-12.**—Public Cleansing Conference, Brighton.  
**June 16-25.**—Institute of Transport Visit to Copenhagen.  
**July 7-10.**—Royal Show, Oxford.  
**September 17-27.**—Frankfurt Show.  
**September 20.**—Lorry Driver of the Year Competition Final, Baginbun.  
**September 21-25.**—Municipal Passenger Transport Association Conference, Edinburgh.  
**October 12.**—Passenger Vehicle Operators' Association Annual Dinner, Blackpool.  
**October 26-28.**—Road Haulage Association Conference, Bournemouth.  
**October 21-31.**—Motor Show, Earls Court, London.  
**October 27-30.**—Dairy Show, Olympia, London.  
**November 9.**—Institute of Road Transport Engineers' Annual Dinner, Piccadilly Hotel, London, W.1.  
**November 13-21.**—Scottish Show, Kelvin Hall, Glasgow.

Smith's appealed against these grants and failed.

The Minister considers that Florence Motors proved need for a greater variety of seven-day Continental tours from the Morecambe and Lancaster district. As Smith's did not have, and did not seek, seven-day Continental tours from the district, the grant to Florence Motors would not be detrimental to them.

An appeal by Smith's against the Commissioners' refusal to grant them Continental tours from Morecambe, Lancaster and Garstang was also dismissed. They wished to provide a feeder for their existing Continental tours from Preston. Florence Motors sought a similar service, and the Minister thinks that the Commissioners were correct to make a grant to that company, and to limit it to one season, allowing review later.

Smith's complained that Florence Motors did not give notice of their intention of linking, and that they would have objected in the Northern Area had they known. The Minister comments that it would have been desirable for Florence Motors to indicate their intention of linking when making their applications in the Northern Area, but Smith's were not prejudiced by their failure to do so. Smith's had a full opportunity to oppose the proposal in the North Western Area.

*Political Commentary*

By JANUS

# Cops and Robbers

**H**OW seriously hauliers regard the increase in thefts from lorries is shown by the transmission to the chairman's committee of the Road Haulage Association of a proposal to consider ways and means of dealing with the problem. The initial impetus has come from the express carriers, who seem to be more affected than anyone else by the latest crime wave. Their vehicles may have to be left unattended, even if only for short periods, several times during the course of a round. The consignments are usually small and often valuable, so that a temptation is ever-present both to the sneak thief and to the hi-jacker. Other operators from all parts of the country have supported the proposal. Although the main difficulties arise in and around London, the effects and the concern at those effects are nation-wide.

The inclination when this sort of thing happens is to take the law into one's own hands. Some hauliers argue that, if the authorities are not coping adequately with the problem, the victims should make their own arrangements. This do-it-yourself attitude does not necessarily lead to the best solution. One suggestion in particular—the appointment of a private flying squad—should not be accepted without careful thought. The idea of an independent police force for independent hauliers may make an effective slogan, but if put into practice would mean a good deal of wasted effort. In principle, the fight against crime is a national and not a sectional problem, and can be waged successfully only if it is a national operation.

The machinery of law and order ought not to be divided up in accordance with the sections of the community that are affected. Nationalization of the police force is accepted by all shades of opinion. In the same way, a nationalized or municipalized fire brigade is preferred to the old system under which each insurance company had its own private fire engines. It was the initiative of private individuals and of private organizations that was responsible for the formation of the first fire services and for some of the forerunners of the police force, but the ultimate decision by which the community took over was undoubtedly right.

## Security Force

The exceptions help to establish the principle. The railway police, for example, are in a special category. Their territory and functions are sharply divided from those of the police in general. They cost British Railways about £2m. per annum. Presumably the expenditure is thought justified. It is not possible to say whether as much money would have to be spent on a special corps of road security officers. It so, it is unlikely that the money could be raised voluntarily, even if C-licence holders were prepared to co-operate with hauliers. With road transport the situation is not the same as on the railways, and the difference is made plain within the British Transport Commission. Although there are the much-publicized watchdogs that travel with the Carter Paterson vans, British Road Services do not have a security force comparable to that of British Railways.

Whatever success the road haulage flying squads might have would be out of proportion to the energy and money spent on them. It would shift the problem instead of solving it, and the results would be only temporary. Because the main trouble at present is in London and in the approaches to it, the services of a special organization would be concentrated there at the outset. The probable result is that the thieves would try somewhere else.

c24

It is hardly a satisfactory or permanent solution to get rid of vermin by driving them into the neighbour's house. Provincial hauliers would soon be constrained to form their own force of vigilantes. By this time the expense would be considerable, but however great the pressure it would not solve the problem satisfactorily. Let us assume, however, that so great a concentration is built up of ex-police officers and other experts on crime that the number of thefts begins to decline. This is still merely treating the symptoms for the disease. The thieves are not likely to become reformed characters just because they are thwarted in one department of their trade. They will turn their attention to some other branch of larceny. The relief brought to road operators would be at the expense of the rest of the community, and would not be permanent.

The committee who are to consider the problem of thefts from vehicles could reasonably maintain that this type of crime is the easiest to perpetrate. Apart from this it is no different in kind from other thefts, and is best regarded as a particularly bad example of a general deterioration. Publication by the Government of a White Paper called "Penal Practice in a Changing Society" is a reminder that the increase in crime in recent years is general. Transport operators may be particularly sensitive to it, just as they react quickly to other social and economic changes.

## Right Equipment

Goods are at their most vulnerable when they are in transit. Even when special vehicles are built as refrigerators or strong-rooms they are seldom as good as the real thing. Most vehicles carrying goods that are at all liable to be stolen are constructed as strongly as is consistent with the need to keep down the weight, but a determined man can usually find an entry if he is given the opportunity. The greatest hazard is that the man with the right equipment, which does not have to be elaborate, can take the load and the vehicle, and separate the one from the other at his leisure.

There are two main methods of tackling the problem. It can be made more difficult for a thief to get at a vehicle or a load, and his general environment can be made more discouraging. Locks may be picked or broken, but an obstacle is presented at the outset if, whenever a vehicle is left unattended, the doors are locked and the ignition key removed. There are devices on sale for immobilizing the engine still further, and there are ear-splitting warning systems that function whenever an unauthorized person attempts to open a vehicle door or pull up a roller shutter.

The task of providing an unfavourable environment for the thief is not one that hauliers and other road users can best tackle in isolation. They will have general support for any proposals designed to strengthen the police for their main purpose of dealing with crime. An inadequate force is further attenuated by duties that have tended to become more onerous. In some towns there are plans for the appointment of officers to control and supervise parked vehicles, thus leaving the police free for other work.

In considering what action is needed to deal with vehicle thefts, apart from what can be done by individual concerns, hauliers should go no further than to set out the extent of the problem and suggest what force is likely to be needed for coping with it. The next stage ought to be in the hands of the Home Office, who should be asked to say whether they agree with the assessment and whether they have the resources to meet it.

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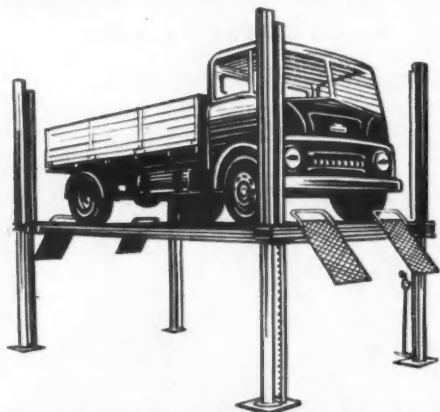
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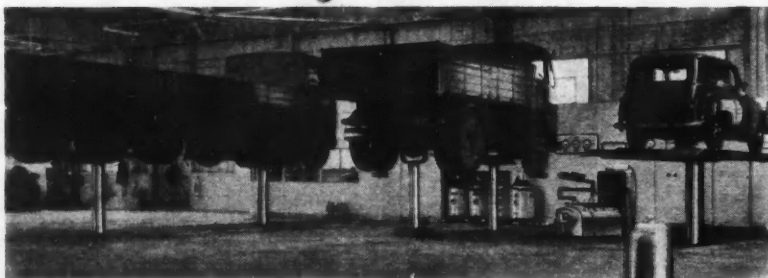
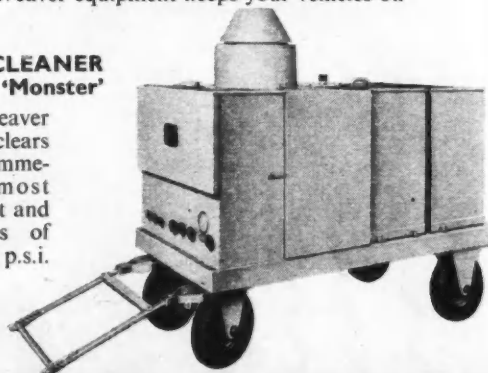
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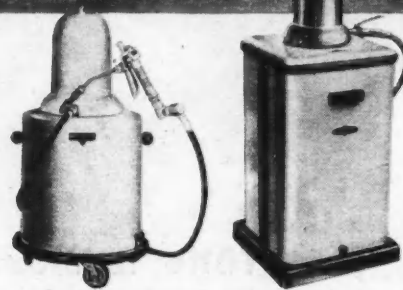
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# Calling the Railways' Bluff

By a Special Correspondent

**B** RITISH RAILWAYS seem to be abandoning the rôle of objector to applications for the renewal of A licences where there has been a departure from the stated normal user without permission from the Licensing Authority. Instead, they are adopting the mantle of prosecutor. They still appear in court with monotonous regularity, but, bending over backwards to ram home their interpretation of the Transport Tribunal's decisions on this point, they forget that as objectors they have to prove that they provide suitable alternative facilities.

Their main effort is directed towards having the unfortunate applicant's licence revoked. There must be many people in the haulage industry, including British Road Services, who believe that the railways could safely leave this matter to the Licensing Authority.

The railways seem to be deliberately misinterpreting the Tribunal's decisions on normal user to fit their own purposes, possibly because their own facilities are completely unsuitable. They are construing appeal decisions in a manner contrary to the interests of the general public and to the principles of road haulage operation.

If the railways had their own way (which they could get only by change of Government) an A-licensee would be restricted to carrying the class of goods within the districts detailed in the normal user attached to his licence. If he wished to haul different goods or operate in fresh districts he would have to apply to the Licensing Authority for the amendment of his normal user, otherwise he would automatically lose his licence. This attitude is contrary to the general belief of hauliers that an A-licence entitles them to carry anything anywhere. An operator may know the class of goods he will be asked to carry on the outward journey but often he has to rely for return loads on clearing houses, when the traffic may be entirely different.

**O** NE of the most interesting cases I have observed was reported in *The Commercial Motor* on December 19, 1958. Mr. J. H. A. Randolph, Yorkshire Deputy Licensing Authority, evidently declined an invitation by the railways to join their witch-hunt and repudiated the principle that, because a haulier had deliberately infringed the method of operation authorized by his normal user, he should automatically lose his licence.

A haulier engaged in general work in 1953 bought a furniture-removal business, including an A-licensed van, which undertook local furniture removals. At the time he had no intention of continuing that work and immediately replaced the van by a platform vehicle, adding it to his general-haulage fleet. The vehicle did general haulage for a concern of shipping and forwarding agents and carried castings for a company whom the haulier served also under a contract-A licence.

In 1953 nothing was known about normal-user restrictions, so that the Licensing Authority was never told of the change in the nature of the goods carried.

As objectors, British Railways held that the renewal would have to be refused, because the Tribunal had decided that in such a case a haulier should lose his licence.

Mr. Randolph nevertheless granted the renewal and made some significant observations.

The haulier, he said, had never intended to take over the removal business and had even made this clear to the Road Haulage Association when he bought the van. He would not have bought it had he known the true position. Mr. Randolph added that people should not be punished for doing things which they did not know at the time to be irregular and, if the licence were refused, the haulier's sin would be passed on to the general public. No evidence of alternative facilities had been given by the objectors.

**M** R. RANDOLPH pinpointed the weakness of the railways' general attitude towards normal user. A careful study of the Tribunal's decisions suggests that the railways' arguments are bluff. The Tribunal have given Licensing Authorities discretion and under the Transport Act, 1953, they have to consider primarily the interests of persons requiring transport.

In plain language, if a haulier loses his licence, have his customers still satisfactory alternative facilities? In most cases these cannot be supplied by the railways alone, without the support of British Road Services. It is significant that B.R.S. seldom appear to join the railways in trying to shackle private-enterprise hauliers.

If an applicant were already providing a satisfactory service to his customers, an alternative facility would have to be extremely attractive to convince a Licensing Authority that the interests of present customers

would not be prejudiced if the licence were revoked.

**F** OUR appeal decisions bear on this subject. The first is that of Williams Bros. versus B.T.C. and others. A departure from normal user came to light when Williams Bros. applied for three extra vehicles.

The Tribunal suggested that, in effect, the appellants had asked the Licensing Authority not merely to condone their failure to fulfil their original declared intention, but that he should enable them to retain the business which they had obtained by so doing. In the Tribunal's opinion, the facts of the case were that, irrespective of the evidence as to the transport requirements of the locality, the Licensing Authority's discretion ought not to have been exercised in Williams Bros.' favour and the appeal was dismissed.

The Tong appeal (Tong versus B.T.C.)—second case—arose out of the refusal of the renewal of an A licence originally granted in 1952. During the currency of the licence, the Tribunal pointed out, the character of the business had changed entirely. It was not a case where, after the passing of the 1953 Act, a haulier had stated an intention so as to obtain a licence and had then failed to carry it out. It was not in dispute that the appellant had to satisfy the Licensing Authority that there was a need for the services he was offering.

If, on the whole of the evidence, the Tribunal said, it appeared that other facilities were sufficient, an application should normally fail. In this case Mr. Tong's customer appeared to be well catered for without his services. The Tribunal were reluctant to deprive an established haulier

of his licence, but they said he should have given further evidence. An objector's evidence must be measured against the evidence which it was called to meet. [There is no suggestion here that if Mr. Tong had, in fact, given the required evidence, his application would still have been refused and that the Tribunal would have dismissed an appeal.]

\*

CASE law on normal user was taken a large step farther by the Knight appeal (C. Knight and Sons, Ltd., versus B.T.C.), which arose out of the refusal of two applications for the renewal of A licences. In upholding this decision the Tribunal gave two reasons for regarding the declaration of normal user as of capital importance:

(1) In so far as the declaration stated "the district in which or places between which" the vehicle or vehicles for which a licence was sought "will normally be used," it determined the class of person whose objections a Licensing Authority was bound to take into consideration.

(2) Normal user determined the scope of the Licensing Authority's examination of the merits of an application. The Tribunal regarded this as the more important of the two reasons.

To treat the declaration as a mere flourish or statement of intention to which no one expected the applicant would adhere, and from which, once he obtained his licence, he was free to depart, would make the exercise of a Licensing Authority's discretion a farce, the Tribunal commented. A Licensing Authority was in order, when a renewal became due, in taking into account the fact that a licensee had failed to fulfil a statement of intention, on the faith of which the licence was originally granted.

All the pre-war and post-war cases in which a departure from declared normal user had come to light on a renewal application had established the following points:

(1) Where an applicant for a renewal satisfied the Licensing Authority that the authorized vehicle or vehicles had been regularly and fully employed during the currency of the expiring licence, and that there had been no material change in the circumstances of the business, the Authority would, unless a statutory objection were established, be justified in granting the application.

(2) Where there had been a material change in the circumstances of an applicant's business, his application should be refused unless he adduced evidence proving a need for the services he proposed to provide.

(3) A substantial departure from the previous normal-user declaration which was not attributable to causes beyond the applicant's control was a "material change in the circumstances" of his business.

The Tribunal quoted the appeal case of Rex versus West Midland Licensing Authority, which was heard in the House of Lords in 1936. This made it clear that a Licensing Authority was empowered, when a licensee sought renewal, to treat a departure from normal user as justifying the refusal of the licence.

Hauliers who, for sound commercial reasons, decided to divert vehicles to new uses should, the Tribunal said, apply for a new licence, declaring the new purpose and offering at the same time to surrender the old licence.

The Hesketh appeal judgment (T. Hesketh, Ltd., versus B.T.C.), which again resulted from the refusal of a renewal of an A licence, amplified the Knight decision. The Tribunal pointed out that every departure from a previous normal-user declaration should not be regarded as calling for the refusal of a subsequent application. The exercise of the Licensing Authority's discretionary power to do so depended on the facts of each case.

\*

It will be noted that the Tribunal have repeatedly referred to the Licensing Authority's discretion. In none of these appeal decisions do they say that a haulier must automatically lose his licence if he has changed his normal user without first obtaining permission. It is most unfair to put forward such a proposition as regards an A licence, because there must be many B-licensees who have been prosecuted for contravening the conditions of their licences without subsequently suffering the penalty of revocation.

The Tribunal's decisions can easily be misconstrued in traffic courts and used to convey an entirely false impression. First and foremost, the general public must be safeguarded. They should be given a choice of road or rail facilities, and the railways' general evidence of their ability to do work already undertaken by applicants should be carefully scrutinized.

## "No Need to Worry if Traffic has Changed"

IF circumstances force a substantial change of normal user on a haulier there appears to be no reason why he should not apply to amend it by way of variation. There were no Transport Tribunal decisions which said it was essential to apply for a new licence.

The Northern Licensing Authority, Mr. J. A. T. Hanlon, said this at Stockton on Tees, last week, when he called to a public inquiry an application by T. Smirthwaite, Ltd., Northallerton, for variation of an A licence, although objections to it had been withdrawn after a meeting of the road and rail negotiating committee.

Mr. Hanlon said hauliers who applied for a normal user in such wide terms that the Licensing Authority had not the faintest idea what they wanted to do, or had been doing, must expect to be called to an inquiry. The Transport Tribunal had said that wide terms covering every

class of goods for the whole country were obsolete and meant nothing.

Mr. C. Kirkup, for Smirthwaite's, said they wanted to replace a petrol vehicle of 2 tons 14 cwt. unladen, with an oil-engined six-wheeler of 5 tons 10 cwt. There had been a change of normal user, because after being restricted to the North Eastern Area during nationalization the company thought they were entitled to go back to their original work.

Mr. M. Bulmer, a director, said the normal user sought was: "Mainly agricultural produce and requisites, coal, coke, ashes, sand, gravel, cement, metal, wood, bacon, soil, sacks and tarmacadam, England, Scotland and Wales." This was similar to the existing one as to commodities, but did away with confinement to the north east.

From 1919 onwards until nationalization, he added, the company had had seven vehicles operating all over the

country and they were aggrieved that they should still have the normal user forcibly acquired during that time.

England, Scotland and Wales, was a no more acceptable proposition than Great Britain, said Mr. Hanlon. From the evidence, the normal user required appeared to be: "Agricultural products and requisites, road and building materials and timber, coal, coke, ashes, steel and metal constructional work, and food; mainly in the north eastern area, York, Manchester and Newmarket."

After Mr. Bulmer had agreed to an amendment in these terms, Mr. Hanlon added that this type of investigation was for the protection of the haulier—the net was spread to catch those who applied for a licence for one purpose and used it for another, or added additional axles to their vehicles. No haulier need fear a genuine change in business if he sought the aid of his Licensing Authority.

Opinions and Queries

# That Agreement on Normal User

IN an article published in your issue dated January 16, Ralph Cropper asked why the Road Haulage Association entered into the "agreed joint procedure" with the railways. I have had no hand in association affairs since 1944, but I imagine that the answer is that the R.H.A. expected the full agreement of 1939 to be carried out.

As one of those who negotiated this agreement, I am perfectly clear as to what was consented to by the road representatives. The negotiating committees to deal with licensing were the least important point. The major achievement (as it seemed then) was that both parties agreed to work together towards a common classification and rates structure.

Seeing that the 1953 Act made that impossible, I would much like to know how the solemn agreement of 1939 was cancelled. Did either party formally denounce it, or did the British Transport Commission merely ignore it when promoting the 1953 Act? As the R.H.A. did not then exist in its present form, it would be interesting to know where the road representatives' copy of the agreement is lodged. The secretary for the road side was the late F. G. Bristow, who acted in that capacity because he was secretary of the liaison committee which preceded the standing joint committee of hauliers' organizations. Not only has he passed away but all the other road representatives in the road negotiations are either dead or out of the industry, except Mr. C. Barrington.

Birmingham, 27.

C. S. DUNBAR.

## A Hold-up May Bring Business

WE note with interest your article "Wolf in Sheep's Clothing," under "Passing Comments," in your issue dated January 30, and we would inform you that we have had for two years such a vehicle operating on a B licence which we hire to factories and banks in Plymouth for the carriage of bullion, wages and high-security parcels.

It is similar in design to those to which you refer and is in the livery of our own delivery vans. It is a Morris-Commercial 1-ton vehicle. The only comment we may add is, that being in the West Country and far from London we have the utmost difficulty in persuading local business houses that such security is necessary, despite backing from the local police. Perhaps one day, if there is a hold-up in Plymouth, we will find ourselves having more than one van!

Plymouth.

A. McFARLIN,  
General Manager.

The Plymouth Transport Co., Ltd.

## A Present to the Socialists?

IT was with considerable astonishment that I read in your issue dated January 30, of an address by Mr. G. Duncan Jewell of *The Commercial Motor* to an Institute of Transport meeting in Newcastle upon Tyne. From this it would appear that he freely accepted that restrictions of one kind or another would have to be placed on C licences in the event of renationalization.

I have always taken it quite for granted that *The Commercial Motor* and all concerned with it stand firmly for "freedom of choice." This must naturally include the right to carry one's own goods in one's own vehicles if one so wishes.

Would you not say that consignors do in fact already

use all available forms of transport and for each consignee choose that which in their judgment is the most suitable for the purpose? Is it not also a fact that the British Transport Commission are now occupied in modernizing their railway system in order to make it an efficient means for transport, capable of attracting on its own merits as much traffic as it can? On the other hand, I think it is a fact that the road goods services, whether publicly or privately owned, are able to attract traffics for which their services are suitable.

Surely, all the numerous discussions on "the transport problem" arise only because of the failure of British Railways to "pay their way"—a misfortune they share with most other railway undertakings in the world. It hardly seems necessary to stress the importance of transport to trade and industry, and the need for all transport facilities to be both efficient and economic. It is therefore clearly in the national interest that in all cases the best form of transport should be used. From this it must follow that it would not be in the national interest to force traffic on to a form of transport less suitable or less efficient than an available alternative.

Apart altogether from this, my Association would appreciate a restatement of the general lines of policy of *The Commercial Motor* in this matter and an assurance that Mr. Jewell, in making the remarks attributed to him, was expressing only his personal point of view.

London, W.1.

F. D. FITZ-GERALD,  
Secretary.

Traders Road Transport Association.

[Mr. Jewell was only explaining possible lines of Government action if road haulage were to be renationalized. He did not advocate the restriction of C-licensed vehicles, to which *The Commercial Motor* is, of course, strongly opposed. This journal cannot, however, be responsible for the opinions or possible actions of the Socialists.—Ed.]

## Will Railway Modernization be Successful?

I FOUND the letter from M. P. Allchin, in your issue dated January 23, interesting in the way it took Mr. R. Morton Mitchell to task. I think, however, that it is most unlikely that the railways will ever be able to compete favourably with road transport. This is despite the fact that they are being bolstered up by the Government and are exempt from purchase tax, licensing duties, and the 2s. 6d. per gallon tax on oil fuel.

It seems apropos to point out the example of the extensively electrified French railways, which are considered by many people to be the finest example of rail-bound transport in the world. Despite this they still require a subsidy of about £90m. a year. In fact in 1957 they lost a further £23m. I therefore think that it is no exaggeration to say that the British Railways modernization scheme is likely to make the groundnuts scheme look like a drop in the ocean. It is to be hoped that our politicians may realize, long before the modernization is complete, that industry today employs flow-production methods and therefore requires consignments arriving and leaving at frequent and regular intervals.

When this great enlightenment occurs the only satisfactory solution will be to convert the railway system into a really comprehensive scheme of motorways.

York.

A. I. WATKINSON.





### Planning for Profit

*A. J. Miles, Ltd., Belvedere, Kent, have put this A.E.C. Mercury with Jennings bodywork into service. The vehicle delivers cattle to the company's slaughterhouse from markets and farms. The removable container is 20 ft. 6 in. long and can accommodate 120 130-lb. pigs.*

## Factors that Control Costs

**B**ECAUSE total distribution costs depend on many variable factors, their study must inevitably be complex, particularly as the degree of emphasis given to each facet may also vary with circumstances. Before considering some of these, however, I will run briefly through the basic principles underlying commercial vehicle operating costs.

The 10 items into which operating costs can conveniently be divided are licences, wages, rent and rates, insurance and interest, together with fuel, lubricants, tyres, maintenance and depreciation. The first five are standing costs and the remainder running costs. This division stems from the two basic elements in transport operation—time and mileage. Standing costs are incurred whether vehicles are stationary or mobile, and are fixed only in terms of time—per year, week or hour. Reckoned per mile, however, they progressively reduce as mileage increases. Thus, if the total weekly standing costs were £12 10s., the cost per mile would be 1s., 6d. and 3d. at 250, 500 and 1,000 miles per week respectively.

The principle of reducing standing costs with increasing mileage is one of the two main objectives in securing maximum use of vehicles. The other is the enhanced revenue which increased mileage should normally imply. The achievement of these objectives depends largely on the efficiency of the traffic department.

Economies in running costs, however, are mainly the concern of the engineering department, provided that co-operation is forthcoming from the road staff. Running costs occur only when vehicles are operated, so it is convenient to reckon their cost per mile. Other than when employed under exceptional operational conditions, running costs will vary directly in relation to mileage run.

### Lesser Degree

The addition of standing and running costs gives total operating costs, and the cost per mile then reduces as the mileage increases, although to a lesser degree than with standing costs. Should the occasion arise, or if it is more convenient, total operating costs can also be expressed per week when the total weekly mileage is known. It is, indeed, the absence of any indication of what this is likely to be which reduces reasoned estimation to guesswork.

Thus, a cost per mile of 14.11d. to run a 7-ton oiler averaging 800 miles per week rises by more than 25 per cent. to 18.09d. when only half that mileage is covered during the week. When the actual weekly mileage is not known, a reasoned estimate must be made before costs—and subsequently charges—can be calculated.

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So far the 10 items have been grouped into standing and running costs. There are also occasions when it is convenient to consider them in terms of actual or estimated costs. Current licence and insurance fees, for example, will be known and can be correctly proportioned. Maintenance and tyre costs, however, even for the immediate future, can only be estimated, although, with increasing experience, prior assessment should become more accurate. The newcomer, however, will be compelled to adopt standard costs, such as those shown in "The Commercial Motor" Tables of Operating Costs," until he has compiled sufficient statistics based on his own experience.

The need for estimating future costs, instead of waiting until figures of actual expenditure are available, is occasioned both by forward quotations and future planning. Of recent years, the principle of budgetary control has become more widely adopted, providing an incentive to keep actual costs within, or below, the prescribed estimate.

There is still another division of the 10 items of operating costs, which must be fully understood and appreciated if the user is to continue to operate his vehicles efficiently and profitably. This concerns immediate and deferred payments.

Thus, of the five standing costs, only wages (and possibly garage rent) will be paid weekly. Licences, insurance and interest charges will be met less frequently. A larger proportion of running costs will normally be paid currently, but, even so, over half the expenditure on running costs will be deferred.

### Routine Servicing

This applies particularly when a new vehicle is put on the road. Fuel, lubricants, washing and routine servicing are all that should be required during the early stages of operation. Using as an example a 7-ton oiler, total running costs amount to 10.36d. per mile at 600 miles per week or more. Apportioning 0.37d. per mile of the total maintenance charge of 2.13d. to servicing, immediate expenditure to be met would then be: Fuel, 3.07d.; lubricants, 0.25d., and servicing, 0.37d. per mile—total, 3.69d. A balance of 6.67d. per mile would remain to be met later, consisting of tyres at 1.76d., maintenance at 1.76d., and depreciation at 3.15d. per mile.

The significance of this division of the 10 items of operating costs as between those paid currently or those deferred is twofold. First, it limits the possibility, through inexperience, of both underestimating the true operating cost and subsequently quoting totally uneconomic rates. Secondly, by appropriate recording, provision can be made to meet the deferred items of cost—several of substantial amounts—when

(Continued on page 61)



# There is now a **MICHELIN** **'X' TYRE**

**for every modern  
commercial vehicle,  
bus and coach**



## 7.50 - 16 'X'Y

replacing	
7.50-16.....	6 PR
7.50-16.....	8 PR
7.50-16.....	10 PR
8.25-16.....	8 PR
8.25-16.....	10 PR
8.25-16.....	12 PR

## 6.50 - 20 'X'

replacing	
6.50-20.....	6 PR
6.50-20.....	8 PR
32 x 6 single marked	
7.00-20.....	8 PR

## 7.00 - 20 'X'

replacing	
7.00-20.....	8 PR
7.00-20.....	10 PR
7.00-20.....	12 PR
7.50-20.....	8 PR

## 7.50-20 'X' & 'X'Y

replacing	
7.50-20.....	8 PR
7.50-20.....	10 PR
7.50-20.....	12 PR

## 8.25-20 'X' & 'X'Y

replacing	
8.25-20.....	10 PR
8.25-20.....	12 PR
8.25-20.....	14 PR

## 9.00-20 'X' & 'X'Y

replacing	
9.00-20.....	10 PR
9.00-20.....	12 PR
9.00-20.....	14 PR

## D.20 type 'X' (10.00-20 'X')

replacing	
10.00-20.....	12 PR
10.00-20.....	14 PR
10.00-20.....	16 PR

## E.20 type 'X' (11.00-20 'X')

replacing	
11.00-20.....	12 PR
11.00-20.....	14 PR
11.00-20.....	16 PR



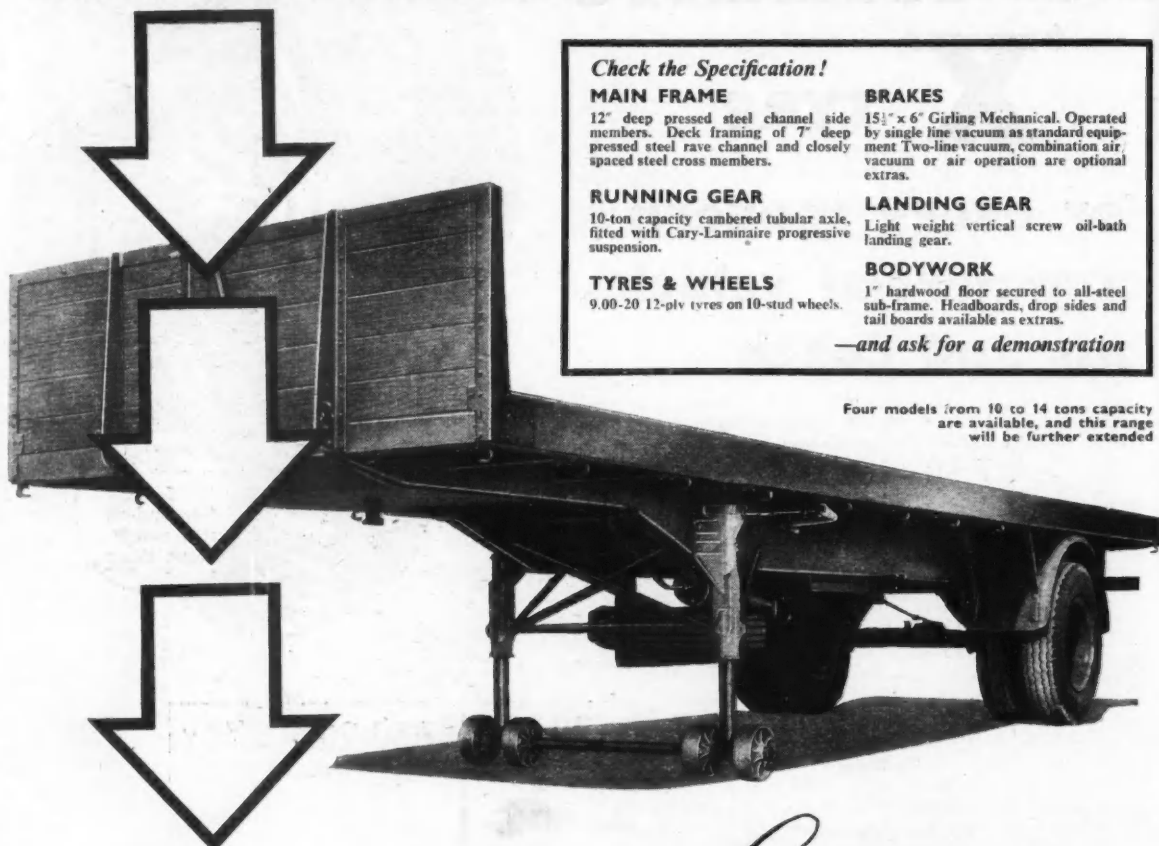
**MICHELIN TYRE CO. LTD. Head Office and Factory: STOKE-ON-TRENT**

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# BODEN 12 TON SEMI-TRAILER

## The 'SPEC' made it a WINNER



### Check the Specification!

#### MAIN FRAME

12" deep pressed steel channel side members. Deck framing of 7" deep pressed steel rive channel and closely spaced steel cross members.

#### RUNNING GEAR

10-ton capacity cambered tubular axle, fitted with Cary-Laminaire progressive suspension.

#### TYRES & WHEELS

9.00-20 12-ply tyres on 10-stud wheels.

#### BRAKES

15½" x 6" Girling Mechanical. Operated by single line vacuum as standard equipment. Two-line vacuum, combination air, vacuum or air operation are optional extras.

#### LANDING GEAR

Light weight vertical screw oil-bath landing gear.

#### BODYWORK

1" hardwood floor secured to all-steel sub-frame. Headboards, drop sides and tail boards available as extras.

—and ask for a demonstration

Four models from 10 to 14 tons capacity are available, and this range will be further extended

Plus **CARY**—*Laminaire*

**PROGRESSIVE SUSPENSION**

**IT ALL MAKES**

# BODEN

**THE TRAILER THAT'S OUT IN FRONT!**

SEND FOR LEAFLET BN10 TO:

**BODEN TRAILERS LTD ROYTON OLDHAM LANCs**

**Tel: OLDHAM MAIN 5204-5-6**

they eventually arise. More operators have probably gone out of business through ignorance of this factor than for any other reason.

The 10 items so far described can be specifically allocated to individual vehicles. But when more than one vehicle is operated, overhead or establishment costs will also have to be met. These are incurred in the overall running of transport and comprise such items as management, clerical staff, stores, depots and auxiliary fleet. Where a large fleet is operated, these items may total 50 or more. Although individually the sums may be small, the total amount may be large, and the fair apportionment of overhead costs to each vehicle needs careful consideration according to individual circumstances, which could include vehicle capacity and traffic loadability.

Where vehicles are operated for hire or reward, as distinct from ancillary use, profit margin has to be added before a charge can be formulated to cover, at least to some extent, the many contingencies that arise in running a business.

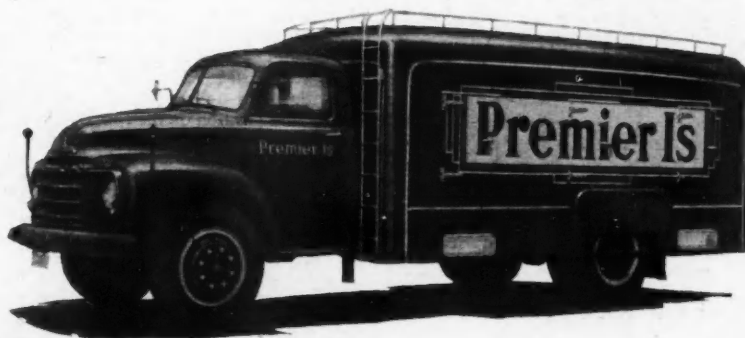
So far all the factors considered in reaching this stage in estimating costs and charges could be said to be internal, or peculiar to each user, although not necessarily under his direct control. Whilst the annual licence duty on the 7-ton oiler may

The actual cost of providing a vehicle, although accurately calculated, may not evaluate the service provided to the customer or bear relation to the rate he can afford to pay. There may be many reasons for this. In one industry the average cost per unit of production is around £15. Transport costs average 6s. per unit, with a guarantee of a 24-hour delivery service, or 5s. without. Because it would obviously be commercially imprudent to risk a dissatisfied customer to save a third of 1 per cent. in total cost, the second service is unlikely to be employed.

In short, the efficiency or inefficiency of the provider of the unguaranteed service, so far as it reflects on cost, has little or no bearing on the customer's decision to use his service. Even if the rate of 5s. were reduced to 2s. 6d., the customer might still find other compelling reasons to use the guaranteed service, albeit at 6s. per unit.

The value of speed and reliability is often underestimated by potential planners of transport on a national level. Yet it is essential to many trades and industries, where the advantage of outward deliveries to a timetable is considered to outweigh the cost of vehicles returning empty. The demand for time-tabled deliveries has understandably grown in recent years.

(Right) This Bedford is operated by the Premier Ice-cream concern of Denmark, and has bodywork by Messrs. Carlsen, Humleback. There are hold-over cooling plates charged at night by refrigerator plant. The body is approximately 12 ft. long, 6 ft. wide and 6 ft. high internally. The vehicle weighs about 4½ tons unladen and has a payload capacity of slightly less than this.



(Left) The Cement Marketing Co., Ltd., operate this Leyland Super Comet bulk-cement carrier. It has a 9-ton tank built by Carmichael and Sons (Worcester), Ltd., mounted on a sub-frame with Edbro-B. and E. tipping gear. During discharge the tank is tipped to 30 degrees and the load is ejected by a blower working at 10 p.s.i. and driven from a power take-off. Tank contents can be discharged to a height of 40 ft. in about 15 min.

Increased industrial production has necessitated more floor space, often making inroads into accommodation previously used as stores at a time when, relatively, stocks of basic materials should also be increased. The only solution has been to reduce stocks to a minimum and to insist

that they are maintained continuously by transport services of the utmost reliability and flexibility.

Whilst this trend has naturally proved favourable to the road transport industry, its extent and significance are not always fully realized. A census taken by a concern engaged in basic food production, for example, showed that in 1948, 60 per cent. of the weekly output was ordered by customers who gave at least seven days' notice for delivery the following week. In 1958, 70 per cent. of customers demanded delivery on a specific day, and often at a stated time.

Moreover, 10 years ago, many customers would, on request, adjust within reason the quantity ordered to fit in with other deliveries. Now they insist on the precise quantity (often smaller than previously) being delivered at more frequent intervals. The continuance of this trend towards increasingly exacting demands by trade and industry on transport services may well affect the future location of distribution depots, or even factories. A wider range of vehicles may also be necessitated.

S.B.

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be fixed at £38 15s., the user would at least be free to choose a vehicle with a lower rate of duty if he considered the work to be done did not justify that amount, and similarly with other items of operating costs.

However, two powerful external factors affecting charges remain—the customer and the competitor—and both become interrelated under the influence of supply and demand. Rate structures are often as much determined by this as by any other reason.

Variations in the characteristics of traffic offered by customers can vitally affect the operator's real costs and the ultimate profitability of the contract. For this reason, a multiplicity of goods classifications has been evolved, originally in connection with traffic borne by water or rail. More recently, attempts have been made to simplify charging schemes, but the road transport operator is invariably at an advantage in this respect. This is because, being a smaller unit, he is better able to specialize in a group of traffics which he knows well and for which he can give both prompt and economic quotations.

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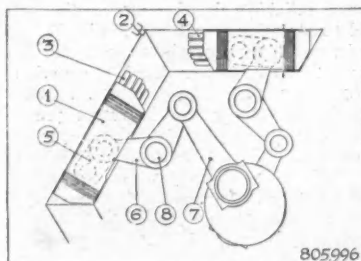
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## A Polygonal Engine

**T**HERE are many advantages in a polygonal layout of cylinders of which the Napier "Deltic" engine is an example, but such engines usually have a crankshaft at each corner of the polygon. A scheme in which a single central crankshaft can be employed in such a layout is shown in patent No. 805,996. (A. Roth, 58 Kaupenstrasse, Essen, Germany.)

The drawing illustrates the basic geometry of the proposed engine. The



engine in this case is hexagonal in outline and has six cylinders, each of which contains a double-headed piston (1). The combustion spaces are located at the corners of the polygon, and the injectors (2) are therefore placed at these points. The engine operates on a two-stroke cycle and its exhaust ports (3) and inlets (4) are sited at the "bottom" of the stroke.

Each piston connects with the central crankshaft via a short link (5), a bell-crank (6) and a connecting rod (7). The bell-cranks work through slots in the cylinder wall, but these are so arranged as to be closed by the pistons at all times.

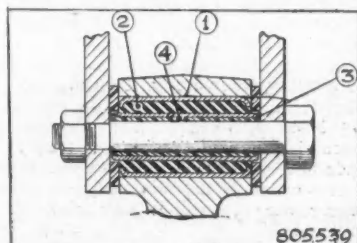
A feature of the patent is the possibility of varying the valve timing by mounting the bell-crank pivots (8) eccentrically so that their position can be altered by an external control.

The patent covers also the use of poppet valves instead of cylinder-wall ports for the exhaust system.

### IMPROVED RUBBER BUSH

**P**ATENT No. 805,539 shows a resilient bearing that can be used for numerous purposes, in particular for pivotal joints of motor vehicles. (Howard Clayton-Wright, Ltd., Wellesbourne, Warwickshire.)

The drawing shows the type of joint that could be used in a spring shackle. It comprises an outer member into which fits a thin metal housing (1). This contains a rubber sleeve (2) which, for heavy



B34

loads, may be given a degree of pre-compression on to an inner sleeve (3).

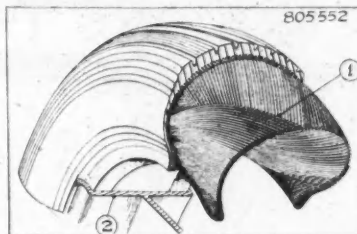
Between the inner sleeve and the central bolt is a thin sleeve (4) preferably made of nylon. This is split to allow for expansion of the nylon through heat or water absorption. The nylon is preferably lubricated, although it will not fail if run dry. Axial thrusts are taken by end flanges formed by turning over the ends of the metal sleeves.

### LARGE TUBELESS TYRES

**L**ARGE wheel rims, as used on commercial vehicles, usually have a detachable side-wall which is removed when a tyre has to be changed. As it is practically impossible to seal such rims against air leaks, they cannot be used with tubeless tyres.

Patent No. 805,552 shows a large tyre having no bead wires; this means that it can be sprung over a one-piece rim. The tyre is so constructed that the pressure of inflation sets up a force that presses it firmly into position on the rim. (Dunlop Rubber Co., Ltd., 1 Albany Street, London, N.W.1.)

The tyre comprises a body of natural rubber containing at least one double layer of cords (1), the cords crossing over



to form a latticed pattern. The action of this construction is such that inflation places the cords in considerable tension and so causes the bead portion to contract. This is said to create an airtight seal on the flat base (2) of the rim.

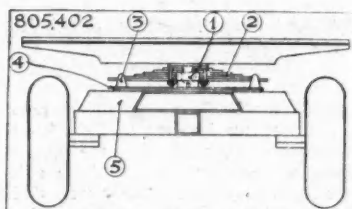
### PLASTICS TRAILER BODIES

**P**ATENT No. 805,024 comes from Fruehauf Trailer Company, 10940 Harper Avenue, Detroit, Michigan, U.S.A., and gives details of plastics bodies for trailers. They are intended mainly for refrigerated vehicles to combat the corrosive action of the refrigerant. Glass-fibre-reinforced polyester resin is the material used and the patent gives examples of construction.

### SPRUNG TURNTABLES

**A** SPRUNG fifth-wheel coupling for trailers and semi-trailers is shown in Patent No. 805,402. The aim of the design is to keep the trailer level even when being cornered sharply. (R. Bünger, Villa "Aadal," Højby, Fyn, Denmark.)

The drawing shows an end-on view of the front of the turntable. Instead of a king-pin it has a ball-joint (1) which permits it to rock in any direction. The ball-joint is mounted on a leaf-spring (2) clamped to the trailer frame. The ends of the leaf-spring bear on blocks (3)



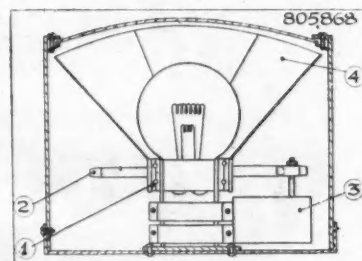
which can move circumferentially around the turntable (4). These blocks may also act as buffers to impose a limit on spring deflection.

When the drawbar member (5) corners, the leaf-spring remains at right angles to the trailer frame and so tends to maintain the trailer on an even keel. Instead of a single half-elliptic spring, two quarter-elliptics may be used.

### A CONSPICUOUS STOP-LIGHT

**T**HE multiplicity of vehicle lights makes it difficult to differentiate the brake stop-light from the others, and patent No. 805,868 shows a design for such a light that is intended to give a very distinctive signal. (A. van Oosten, 76 Oude Delft, Delft, Holland.)

The main feature of this light is that it appears to revolve and is therefore unlikely to be mistaken for any other. The drawing shows how this apparent rotation is produced by revolving the reflector. The latter is mounted on ball bearings (1) and is driven by a gear (2) engaging with a pinion on an electric motor (3). The motor is controlled by the light switch so that both function together. The angular facets (4) of the reflector ensure that the light is spread through a wide angle.



### ELECTROLYTIC DEPOSITION OF LUBRICANT

**A** SCHEME for electroplating valve rockers with chromium or other hard-wearing metals is disclosed in patent No. 805,839. The novel point is that a lubricant is deposited simultaneously with the chromium, a suitable lubricant being zinc sulphide. This material is suspended in the plating bath to which considerable agitation is imparted. The patent comes from Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.

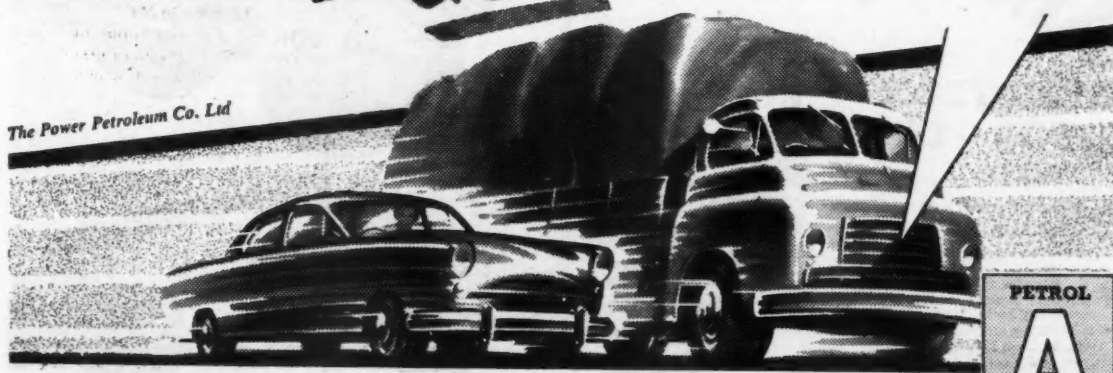
### PISTON-RING PRODUCTION

**P**ATENT No. 806,882 discloses a machine for the rapid production of piston rings. They are finished to a non-circular outline but when assembled in the cylinder attain perfect circularity. The patentee is Goetzwerke, Friedrich Goetz A.G., Burscheid, Köln, Germany.

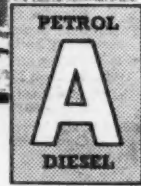




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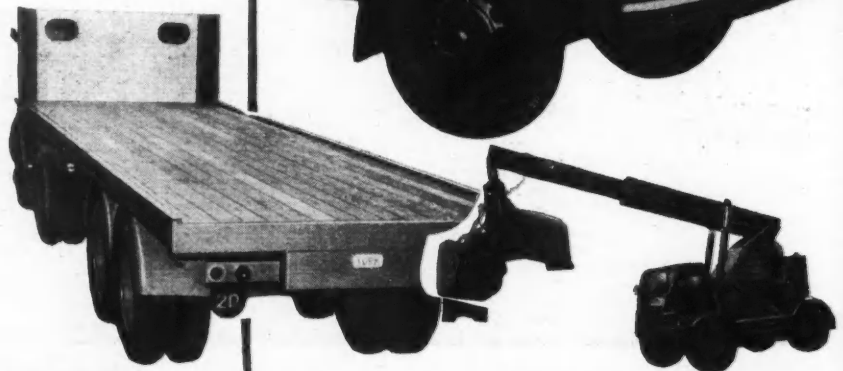
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**1955** AUSTIN A40 van, green, good condition throughout, £325.  
**1953** AUSTIN 1-ton petrol van, grey, one owner, good condition, £360.  
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**MARSHALLS (CAMBRIDGE), LTD.**, Airport Garage, Newmarket Rd. Cambridge 56291. 798-363

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**1956** AUSTIN 30-cwt. diesel van, blue, one owner, unwritten, exceptional condition, £525. Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221. 798-287

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**1955** 7-ton BEDFORD R6 diesel, 17-ft. platform, 900 by 20 tyres, £475.  
**WEST TOWN DIESELS**, Broad St. Garage, Dewsbury, Phone 3505. 798-180

**1954** BEDFORD S type 7-8-ton 7-cu.-yd. Weston tipper, new body, good tyres, excellent running condition, £345. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 798-235

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**1952** Registered O-model BEDFORD, new 1,000 cu. ft. Luton, £845.  
**1946** BEDFORD 2-3-ton platform, £80.  
**1956** BEDFORD 7-ton tipper, £745.  
**1957** BEDFORD 10-12-cwt. van, grey, £495.  
**1957** BEDFORD 5-ton truck, £775.  
**1956** BEDFORD 5-ton long-wheelbase truck, £645.  
**1954** BEDFORD Dormobile, 2-tone, £375.  
**1949** BEDFORD 8-ton tractor unit, £155.  
**1951** Spurling 3-way van, £185.  
**1952** BEDFORD 5-ton long-wheelbase truck, £295.  
**1956** Grosvenor Grafton, maroon, ivory, £425.  
**1956** BEDFORD Utilabake, colour red, £425.

SEE the new BEDFORD at our showrooms.  
**HIRE-PURCHASE** facilities, insurance and tax on can be arranged with you wait.  
**PART-EXCHANGES** welcomed.  
**DEMONSTRATIONS** gladly carried out under no obligation.  
**OUR** showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

**HAMILTON MOTORS (LONDON), L. TD.**  
466-490 EDGWARE ROAD,  
LONDON, W.2.  
AMBASSADOR 7211-5. PADDINGTON 0022-4. 798-411

**CARMO OF LONDON,**  
THE LONDON CENTRE  
FOR NEW AND USED BEDFORDS.

A LARGE SELECTION OF REASONABLY PRICED  
USED BEDFORDS, INCLUDING—  
And 1957 BEDFORD 10-12-cwt. vans, large selection in good condition at reasonable prices.  
**1956** BEDFORD 2-ton 800-cu.-ft. Luton van, good condition, £375.  
**1949** BEDFORD 2-ton long-wheelbase boxvan, £150.  
**1953** BEDFORD 30-cwt. van, bargain, £345.  
**1955** BEDFORD 25-cwt. van, £510.  
**1951** (First registered) BEDFORD 5-ton long-wheelbase platform, £95.  
**1952** BEDFORD 5-ton diesel Luton van, £850.

**NEW BEDFORDS**  
FOR IMMEDIATE DELIVERY.  
**VANS, CONVERSIONS**  
AND  
**LIGHT COMMERCIALS**  
UP TO 30 CWT.  
LATEST LOW-DEPOSIT CREDIT TERMS.

**BEDFORD EXCHANGE RECONDITIONED ENGINES**  
FROM STOCK.

**DEMONSTRATIONS** ARRANGED ON ANY VEHICLE  
OR OUR REPRESENTATIVE WILL CALL.

WRITE, PHONE OR VISIT  
**THE BEDFORD CENTRE,**  
LEIGHTON ROAD,  
LONDON, N.W.5.  
Gulliver 5555. 798-405

**THREE** short-wheelbase steel-body drop-side tippers, 1947-49, £125. 1949 long-wheelbase Anthony tipper, £135. Edgware 2572. 798-234

**1955** BEDFORD-MARSHALL 12-seater Busette, red-cream, very good condition, £450.  
**1955** BEDFORD CA van, green, very good condition, £130.  
**1953** BEDFORD CA van, grey, very good condition, £295.  
**1947** BEDFORD 2-3-ton drop-side truck, tyres and general condition very good, £150.  
**1952** BEDFORD 5-ton petrol drop-side truck, one owner, sound condition, £225.  
**MARSHALLS (CAMBRIDGE), LTD.**, Airport Garage, Newmarket Rd. Cambridge 56291. 798-364

**1955** Short-wheelbase steel-bodied tipper for quick sale. Hamblins Garage, Rectory Rd., Rushden 3211. 798-133

**1952** BEDFORD 7-ton S-type U-body tipper, reconditioned engine, 9,000 by 20 tyres, £285; choice of two.

**1951** BEDFORD 5-ton short-wheelbase tipper, 8.25 by 20 tyres, synchromesh gearbox, £175.  
**T. J. RICHARDSON AND SONS, LTD.**, 100 Dudley Rd., East Oldbury, near Birmingham. Phone, Broadwell 1840. 798-113

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## Used Goods Vehicles (contd.)

### CAPITAL MOTOR CO. LTD.

BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

NEW BEDFORD 7-ton forward-control chassis-cab 300 diesel engine.  
NEW BEDFORD 3-ton normal-control chassis-cab, diesel engine.  
1952-53 BEDFORD 5-ton, long platform, excellent condition, £275.  
1957 BEDFORD 7-ton tipper, blue-grey, excellent condition, low mileage, £475.  
BEDFORD C.A. vans, 1954, choice of several, from £185.  
1953 BEDFORD 5-ton truck, in excellent condition, £285.  
1957 BEDFORD C.A. van, in primer, good mechanical condition, £395.  
1958 BEDFORD C.A. van, ford blue, low mileage, £415.  
REXINGTON ST. City Rd., N.1 (Near Angel) R. Clerkwell 7456. 798-389

1956 CA-type open dairy truck, Osborne conversion, suitable for dairyman or greengrocer, nice clean motor, very good condition.  
1954 7-ton U-shaped body tipper, fitted with R6 engine, reconditioned gearbox and differential assembly, mechanically sound, body in fair condition.

### MAYFAIR GARAGE (TAMWORTH), LTD.

COLESHILL ROAD, FAZELEY,

TAMWORTH, STAFFS.

Phone, Tamworth 1396-7. 798-4

1953 And 1955 BEDFORD A-type diesel 5-ton short-wheelbase tippers, in excellent condition, from £425.  
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesday 0470, 1047.  
BEDFORD OL with winch fitted, four good tyres, can be put straight to work, £125. Justice, Llanelli Mill 3182, home 3625. 798-97

1949 Long-wheelbase BEDFORD tipper, good runner, £100. Langley Mill 3182, home 3625. 798-100

1954 BEDFORD 4-ton P5 diesel drop-sided truck, C-licence operated only, really excellent condition throughout, ready for immediate use, £425.  
OKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023.

1954 BEDFORD 7-ton short-wheelbase steel-bodied tipper, choice of four from £375. Croydon Automobile Co., Ltd., 380 London Rd., Croydon. Phone, Thornton Heath 8426. 798-269

1958 BEDFORD 5-ton platform truck, petrol, £25 by 20 tyres, C-licence owner, retired, 12,000 miles, £775. Below.

1954 BEDFORD 5-ton long-wheelbase diesel tipper, 8-yd. metal drop-side body, Anthony Holt, £25 by 20 tyres, C-licence owner retired, £495.

PART-EXCHANGES, hire-purchase terms, on request.

GLOSTER GARAGE, LTD., 117 Whitehorn Rd., West Croydon, Phone, Thornton Heath 5224, 7500. 798-225

COOMBS, main Ford dealers.

1950 BEDFORD 30-cwt. normal-control van in black, K model, a very reliable vehicle, good equipment, wonderfully maintained, £150.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone, 62962-3-4. 798-301

COACHES AND COMPONENTS, BEDFORD Main Dealers.

1959 BEDFORD 5-ton diesel chassis-cab with 1,650-c.c. engine, brand new.

1959 BEDFORD 4-ton diesel chassis-cab with 1,450-c.c. Luton body, brand new.

1958 BEDFORD 6-ton diesel chassis-cab, unregistered.

1957 BEDFORD 7-ton diesel, 1,650-c.c. Luton, immaculate.

1957 BEDFORD 10-cwt. van.

1956 BEDFORD 4-ton petrol, fixed-side truck, immaculate.

THE new BEDFORD van and Workabus, etc., from stock.

92-94 STAMFORD HILL, N.16. Stamford Hill 8444. 798-308

1949 BEDFORD 5-ton platform, very good condition, £95.

GORDON KING MOTORS, LTD., Mitcham Lane, G.S.W.16. Streatham 3133-4. 798-311

1952 Big BEDFORD 7-tonner, petrol, £175. Erwin, 15 King St. Maidstone 55922. 799-7172

1948 BEDFORD 2-ton long-wheelbase drop-side lorry.

1952 BEDFORD 5-cu.-yd. short-wheelbase tipper, excellent condition.

1950 BEDFORD 5-cu.-yd. short-wheelbase tipper, petrol, good tyres, first-class order.

COOMBS MOTORS, LTD., main BEDFORD dealers, C Western Rd., St. Leonards-on-Sea, Hastings 531. 798-4485

WRAY PARK GARAGES offer 1956 BEDFORD 7-ton short-wheelbase diesel, all-steel U body, tipper, new tyres throughout, £675.

1957 BEDFORD 10-cwt. van, one owner, 9,000 miles, well maintained, £425. Phone, Reigate 2263. 798-278

CITY MOTORS, Botley Rd., Oxford 48021.

NEW BEDFORD 4-ton long-wheelbase diesel lorry, £1,182 6s. 7d.

NEW BEDFORD 3-ton long-wheelbase diesel, Telehoist d.s. tipper on Michelin X tyres, £1,287 10s. 4d.

NEW BEDFORD 7-ton normal control Telehoist 7-cu.-yd. d.s. tipper, 900 by 20 tyres, £1,816 2s. 7d.

1958 BEDFORD (new type) 25-cwt. truck, 5,000 miles, £750.

1955 BEDFORD 7-ton long-wheelbase, petrol, platform, £485.

1955 BEDFORD 7-ton U-bodied petrol tipper, £560.

1954 BEDFORD 7-ton short-wheelbase d.s. tipper, completely rebuilt, R6 perpetuity engine, new chassis frame with Blith plates, £875.

CITY MOTORS, Botley Rd., Oxford. Phone 48021. 798-386

1952 BEDFORD 30-cwt. truck, very clean, one owner, C-licence, £165 each, choice of two.

H. F. A. DOLMAN, Ltd., 186 Carlton Avenue, South. 2nd-on-Sea. Phone 43262. 798-425

## Used Goods Vehicles (contd.)

1956 Late, BEDFORD 3-ton diesel long-wheelbase flat, high-loading board, body 12-ft. long, mileage 22,000 only, perfect original tyres, smartly painted attractive green and cream, only used on fruit trade, as new, a real money-saver at £595 cash or easy h.p.

1955 BEDFORD 10-12-cwt. light van, as new, very low mileage, only carried woolens, original tyres as new, two-tone blue and grey, cream interior, gift at £275 cash or easy h.p. Also very good 1954 similar, newly painted carnation red, perfect condition, £245 cash or easy h.p.

1957 BEDFORD 15-cwt., tax-free Martin Walter conversion Utilibake, 1957 ditto Kenex Aristocrat, 11,000 miles, as new; 1956 Martin Walter Utilibake, in blue and cream, as new; 1956 Kenex Personnel carrier, 12-seater, 15-cwt., in blue and grey, heater, etc. All at very attractive prices.

YOU can rely on Shakers of Sheffield, Ltd., famous for good sound vehicles, 56-60 Broad St., Sheffield, 2. Phone 20411 (four lines); 23280 after 6.30 p.m. 798-371

BEDFORD-SCAMMELL artic. unit (square nose), good order, cheap. Rosfield Salvage Co., Dumfries. 798-XA4870

### Bedford Wanted

BEDFORD. All types wanted.

BEDFORD. All types wanted.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

### GRE 2033-4.

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices.

W.E.M. MOTORS (WIMBLEDON). Cherrywood 4322, 4568, will be the best buyers of your BEDFORDS in singles or fleets. W.E.M. Motors (Wimbledon). Cherrywood 4322, 4568. 798-213

BEDFORDS wanted! Bedford wanted! We want Bedford's Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eitham, S.E.9. Eitham 8253. 798-329

### B.M.C.

1956 B.M.C. diesel 7-ton long-wheelbase drop-sided truck, in very good running order, good tyres, terms and exchange, £650.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 798-339

### COMMER

HILLS. COMMERCIAL Q4 5-ton long-wheelbase platform lorry, first registered 1951.

HILLS GARAGES, Port St., Manchester. Central 4311. 798-29

COMMERCIAL 25-cwt. van, 1939, complete running condition, reasonable, immediate delivery, 1000 cc. 800-7150

EX-DEMONSTRATION 6-yd. tipper, Rooms diesel engine, 9,000 by 20 tyres and other extras, costing new £2,200, available immediately at £1,795.

UNREGISTERED 7-ton diesel drop-side, as new, with full guarantee, £175 below list at £1,775.

LATEST wide-vision-cab 7-ton long-wheelbase drop-side, 5-speed, air brakes, immediate delivery, list price.

HARTWELL MOTORS, Bournemouth, main dealers and parts stockists for Commer and Carrier. Phone, Winton 1777-9. 798-41

5-ton COMMERCIAL articulator, in good condition, £295.

COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 798-169

1946 COMMERCIAL van, Perkins P4 engine, £195. Acorn 6911. 798-355

1956 COMMERCIAL T3 diesel 7-ton long-wheelbase truck, 18-ft. drop-side body, choice of two, £850 each.

1956 COMMERCIAL T3 diesel 7-ton tipper, excellent order, £850.

1954 COMMERCIAL artic. unit, diesel, 2-speed axle, Scammell coupling, good running order, £325.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 798-336

BURGH HEATH SERVICE STATION.

BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2059.

BURGH HEATH SERVICE STATION for good used commercials, choice of over 12 5-12-cwt. vans, all makes, from £185-£310.

1956 COMMERCIAL T3 7-ton long-wheelbase drop-side truck, one owner.

ERRINGTONS, Evington, Leicester. Phone 38102-3. 798-422

### Commer Wanted

COMMERCIALS wanted, trucks, tippers, vans, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eitham, S.E.9. Eitham 8253. 798-330

### DENNIS

DENNIS Max 8-ton diesel trucks, unregistered ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.

W. VASS, LTD., Ampthill. Bedford. Ampthill 3255. 798-697

MAX, fitted with DENNIS engine, overdrive gear-boxes, 20-ft platform bodies, 9,000 by 20 tyres, choice of six, all in very good condition, ready to go to work.

MAYFAIR GARAGE (TAMWORTH), LTD., COLESHILL ROAD, FAZELEY, TAMWORTH, STAFFS. Phone, Tamworth 1396-7. 798-5

1955 DENNIS Stork diesel (P4) delivery van, in good condition, £475.

BRYAN BROS., LTD., The Centre, Bristol, 1. Phone 21491. 798-141

### DODGE

1954 DODGE 7-tonner, Perkins P6, 17-ft. alloy platform in really good condition, £500. Transport Repairs, Liverpool. Central 9421. 798-188

1952 DODGE Kew 103 AP6 tractor and 22-ft. double drop-side trailer, quick-release fifth wheel and landing wheels, £25 by 20 tyres, clean vehicle, H.P. available, £335. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. Evenings 3900. 798-246

## February 13, 1959—THE COMMERCIAL MOTOR 47

(Supplement)

## Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles. 798-443

1953 DODGE 3-ton boxvan, aluminium body, good condition throughout, £225. Aerodrome Autos, Sun 0071. 798-206

1954 DODGE P4 diesel 2-ton drop-side truck, excellent condition, £325. Edgware 2572. 798-229

1956 DODGE 140/AR6 7-ton long-wheelbase drop-side truck, 3-speed axle, shock absorbers, etc.

1956 DODGE 106/AP6 6-ton long-wheelbase drop-side truck, 2-speed axle, shock absorbers.

GEO. H. KENDRICK, LTD., Carters Green, West Bromwich 0778. 798-136

1956 DODGE 7-ton tipper, R6 engine, Eaton 2-speed axle, good condition, £750.

1957 DODGE 7-ton long-wheelbase tipper, R6 engine, excellent condition, £1,250.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesday 0470, 1047. 798-110

1955 DODGE short-wheelbase tipper (103 P6), owner-driven from new, very good condition, taxed, 2-speed axle, 1 Down Villas, Dragon Rd., Wintourhouse, Bristol. Phone, Wintourhouse 3185. 798-X4889

1954 DODGE 7-8-ton diesel, 146RC engine, box body 17 ft. 6 in. by 7 ft. by 7 ft. 6 in. high, 900 by 20 12-ply tyres, excellent condition throughout. Gowing's Ltd., Ford Dealers, Silver St., Reading. Phone 81752. 798-X4876

### Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. 798-290

### GRE 2033-4.

W.E.M. MOTORS (WIMBLEDON). Cherrywood 4322, 4568. Higher prices for your discarded DODGE van, truck or tipper. W.E.M. Motors (Wimbledon). Cherrywood 4322, 4568. 798-211

WANTED urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 5271. 798-461

### E.R.F.

E.R.F. Tractor and Brookhouse tandem axle pole semi-trailer, both units fitted with 5LW Gardners, both outfits in excellent order. Apply, Williams and Son, Old Rd., Bromyard, Herefordshire. Phone, Bromyard 3133, Munderfield 258. 798-XA594

FEBRUARY 1, 1945, E.R.F. tractor with 5-cylinder Gardner engine, fitted with Butterfield 2,800-gal. tank lagged, insulated and epoxide-lined, approximately 8900 being spent on this vehicle during 1958, six brand new tyres.

LANCASHIRE MOTOR TRADERS, LTD., Liverpool St., Manchester. Pen 5201; night, Main 246. 798-7144

1948 E.R.F. 8-wheeler, 24-ft. platform, 6LW engine, double drive, in good running order, £575. Terms and exchange.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 798-336

1958 E.R.F. 8-wheeler, 24 ft. drop-side, 6LW double drive, one owner, cost new £5,300, accept £3,900 o.n.o.

JOHNSON TRANSPORT, LTD., Tunstall, Stoke-on-Trent. Phone 88841. 798-495

### FODEN

FODEN 12-ton 6-wheel trucks, unregistered, Gardner 6LWs, on 14.00 by 70 big single tyres, £900 each; 36 by 8 twin Rears, £1,000 each. L. W. Vans, Ltd., Ampthill, Bedford. Ampthill 3255. 798-695

FODEN 24-ft. platform 8-wheeler, double drive, Gardner 6LW, date of registration May 1951.

LWAYS a selection of sound used lorries and vans. A hire-purchase, settlements, etc.

HOUGH AND WHITMORE, LTD., main Vauxhall Bedford dealers, London Rd., Gloucester. Phone 22251-2. 798-7130

DG. 6-12-ton 21-ft. platform lorry, fitted with FG-type cab and steering, reconditioned Gardner 6LW engine, general condition very good.

MAYFAIR GARAGE (TAMWORTH), LTD., COLESHILL ROAD, FAZELEY, TAMWORTH, STAFFS. Phone, Tamworth 1396-7. 798-8

BIRMINGHAM COMMERCIAL OFFER—

1952 FODEN 6-wheeler, S.A. boxvan body with 6LW, new B.20 tyres all round, one C-licence owner, serviced by makers from new.

1952 FODEN 6-wheeler tipper, new 18-ft. 6-in. body and gear, reconditioned engine 6LW, chassis rebuilt, tyres 900 by 20, as new all round.

### TERMS AND EXCHANGES.

### 560 COVENTRY ROAD.

BIRMINGHAM, 10.

Phone, Victoria 0437-8. 798-432

1948 6-wheeler, 6LW, platform, cheap to clear.

1951 8-wheeler, 6LW, drop-side, reconditioned.

RYLAND GARAGE, LTD., Ryland St., Birmingham 16. Edgates on 4501-5. Grams, Diesel. 798-415





**Used Goods Vehicles (contd.)**

**RIGID 8 SCAMMELL** 2,000-cu.-ft. Luton van, 6LW Gardner, high-speed axle, good tyres, any trial, 1875, Phone, Adv 5096. 798-333

**SEDDON**

**1949** SEDDON Mk. 5, P6, 17-ft. platform, well shed and a good runner, £300. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 798-65  
**1951** SEDDON Mk. 4 bus chassis and cab, suitable for 20-ft. body, £400. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 798-66

**1951**, Fitted with reconditioned P6 engine. 20-ft. platform body, very good condition.  
**FITTED** with P6 engine. 17-ft. 6-in. platform body, good tyres, very good condition.

**1953**, platform semi-trailer, the whole unit is in very good condition.

**MAYFAIR GARAGE (TAMWORTH), LTD.**  
COLESHILL ROAD, FAZELEY,  
TAMWORTH, STAFFS.  
Phone, Tamworth 1396-7. 798-7

**HILLS.**

**SEDDON** 6-7-ton long-wheelbase tipper, 14 ft. by 7 ft. with 3 ft. sides. Pilot twin vertical gear.  
**SEDDON** 1957 Mark 15 7-tonner platform lorry, one owner.

**HILLS** operate a round-the-clock 24-hour service for 13 SEDDON. Parts despatched at any hour by post or passenger train.

**HILLS GARAGES (MANCHESTER), LTD.**, Port St., Manchester, 1, Phone, Central 4311. Grams, Hills, Manchester. 798-30

**SEDDON** 1949 Mark 5L, Perkins P6, 6-7-ton drop-side body, one C-licence owner, price £350.

**PEPPERS GARAGE (NANTWICH), LTD.**, London Rd., Nantwich, Cheshire. Phone 53591. 798-7154

**1950** SEDDON diesel short-wheelbase tipper, Perkins P6 engine, steel body, £185.

**T. J. RICHARDSON AND SONS, LTD.**, 100 Dudley Rd., East, Oldbury, nr. Birmingham. Phone, 0471 well 181-14

**1954** SEDDON 6-7-ton boxvan, aluminium body and cab, one owner, 90% tyres all round, excellent condition throughout, £645. Aerodrome Autos, Sun SEDDON, P6 unit, good order.

**SEDDON**, 1947, short-wheelbase hydraulic tipper, Perkins P6 engine, 2-speed axle, wooden body, £175 nearest W.P. and H. Co., Ltd., Knotford Nook, Otley. Phone 3364. 798-4755

**1951** SEDDON Mk. 5, P6 engine, 16-ft. platform, B20 tyres, ready for work, £350. J. B. Shepherd, Linthwaite, Huddersfield. Phone, Slaithwaite 142. 798-4877

**1956** SEDDON 30-cwt. P3 diesel van, side sliding doors, rear doors and tailboard, fibre-glass front end, £450. Adcock's Garages, Ltd., Phone, Chichester 2415. 798-4882

**1951** SEDDON 5L 7-tonner, alloy drop-side body, 16 ft. C-licence, good tyres and condition, choice of two, reasonable price, £350. J. B. Shepherd, Linthwaite, Huddersfield. Phone, Slaithwaite 142. 798-4877

**1951** SEDDON 7L diesel 3-tonner, 14-ft. flat, ex-brewery vehicle.

**1954** SEDDON 5L 7-tonner, 16-ft. drop-side, repainted, ready for work, good tyres.

**PART-EXCHANGES** or terms. New SEDDONS supplied.

**RYLAND GARAGE, LTD.**, Ryland St., Birmingham, 16, Edgbaston 4501-5. Grams, "Diesel." 798-412

**STANDARD**

**1956** STANDARD 7-cwt. van, one owner, low mileage.

**E. BAKER AND CO. (DORKING), LTD.**, 273 E. London Rd. Staines. Staines 4211. 798-319

**1957** 6-cwt. van, exceptionally clean, plain dark blue. Brew Bros., Ltd. Fre 3333. 798-429

**THORNYCROFT**

**4 X 4** unregistered ex-W.D. trucks, very good selection. Cundey and Cundey, Ltd., Alfreton, Derbyshire. Phone, Ladbroke 477. 798-651

**HILLS.**

**THORNYCROFT** Trident, 1952, with separate van body, length 15 ft 10 in., width 6 ft. 5 in., height 7 ft. 3 in., unladen weight 4 tons 4 cwt. 58 lb., one owner.

**HILLS GARAGES**, Port St., Manchester. Central 4311. 798-31

**1954** THORNYCROFT 8-wheeler double-drive, air brakes, 24-ft. platform body, one owner since new, very clean and in good running order, £1,250, any trial. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin. Heris. Stevensen 175. 798-351

**Thornycroft Wanted**

**THORNYCROFT** Amazon 6 x 4 chassis, any condition. Price and particulars to H. Selles (Leeds), Ltd., 79 Clarence Rd., Leeds, 10. Phone 34291. 799-7104

**TROJAN**

**Trojan Wanted**

**WANTED**, TROJAN low-mileage models, 1955 and new, used for very light work, £2365. Essex. Phone, Hadleigh 57271. 798-463

**VOLKSWAGEN**

**FERRARIS OF CRICKLEWOOD, LTD.**

200-220 CRICKLEWOOD BROADWAY,  
N.W.2.

Gladrute 2234-5-6-7.

**1956** VOLKSWAGEN van in blue, excellent condition. 798-445

**1955** VOLKSWAGEN 15-cwt. pick-up, one owner from new and used for very light work, £2365. Grosvenor Motors, 209 London Rd., Sheffield S1410. 798-18

**VULCAN**

**1950** VULCAN medium-wheelbase tipper, P6 engine, wooden drop-side body, £300. Cottee and Edwards, Ltd., Nottingham. Phone 52213. 798-64

**Used Goods Vehicles (contd.)**

**HILLS.**

**VULCAN** P6 diesel van, first registered 1949.

**HILLS GARAGES**, Port St., Manchester. Cen 4311. 798-32

**1947** VULCAN P6 long-wheelbase truck, very clean, good working order, £150. Edgware 2572. 798-233

**1952** VULCAN 7G tipper, 4LW engine, 6-cu.-yd. body, good condition, £450. J. BAKER AND CO. (DORKING), LTD., 55-61 E. London St., Chertsey Chertsey 2391. 798-318

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**THE MILLBURN ORGANIZATION,**  
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**AUTHORIZED DEALERS,**  
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**NEW ALBION** Reiver 6-wheel chassis, 6-speed gearbox.

**NEW ALBION** Clydeside chassis, 6-speed gearbox.

**NEW-TYPE ALBION** Chieftain chassis and cab.

**NEW Thames** Traders, 6-cylinder diesel engines, 5- and 7-ton models. Other Thames models 5-cwt. upward.

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**1956** B.M.C. 7-ton diesel long-wheelbase platform lorry. Also a number of 1948 Albion FT3 lorries, fresh clean vehicles, ex-brewery.

**1955**, September, SEDDON long-wheelbase platform lorry, 5-speed gearbox, 2-speed axle, unladen weight 18 cwt., very clean, good tyres.

**1954** ATKINSON long-wheelbase lorry, Gardner 4LK unit, very fine order.

**1952** VANGUARD 10-cwt. van.

**1949** MAUDSLAY 8-wheeler, 9.6 A.E.C. power unit, good mechanical order.

**1948** SEDDON, P6 unit, good order.

**1948**, A number of ALBION FT3 petrol long-wheelbase platform lorries, ex-brewery, very clean, good tyres.

**A.E.C.** Matador 4 by 4, unregistered, petrol unit, all as new and complete with winch.

**A** Number of LEYLAND Beaver lorries, 6-cylinder diesel.

**A** Number of Cranes and Dyson draw-bar trailers.

**A** LSO a number of containers.

**FORK-LIFT TRUCKS.**

**FORK-LIFT** trucks, 3,000- to 6,000-lb. capacity, 9-ft. and 12-ft. lift; also Morris Versatile 5-ton Mobile crane, electrically operated with Perkins P4 diesel unit mounted on 4-wheel chassis, all in new condition.

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**B.M.C.** Diesel 5-ton long-wheelbase drop-side truck, first registered 1956, very good order, 8.25 x 20 tyres, £725.

**B**EDFORD petrol van, 600 cu. ft., very good order, £190.

**C**OMMER auto, 20-ft. trailer, unit fully overhauled, reconditioned P6 engine, Hydovac fitted, £325, complete.

**M**ORRIS J-type van, 1953, very good order, £190.

**SCAMMELL** 6LW 8-wheeler, 24-ft. flat, 900 x 20 tyres, first registered 1.8.46, excellent condition throughout, £750.

**N**EW Thames vans and trucks for immediate delivery.

**L**ET us quote you for special bodies and for the Trader 6-wheeler, with 24-ft. flat.

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**SEDDON** Mk. 5L long-wheelbase tipper, 1956, Eaton 2-speed axle, 9.00 by 20 tyres, £1,125.

**SEDDON** Mk. 5L long-wheelbase tipper, 1956, Eaton 2-speed axle, 9.00 by 20 tyres, £1,095.

**SEDDON** Mk. 5S10 tipper, 1956, new engine recently fitted, tyres good, £975.

**C**OMMER T33 tipper, 1955, 7-tonner, tyres fair, £925.

**B**EDFORD 6-ton tipper, 1958, Bedford engine, one owner, £895.

**B**EDFORD 7-ton tipper, 1957, diesel, very clean, £850.

**D**ODGE 144AR6 tipper, 1954, tyres reasonable, a clean vehicle, £850.

**C**OMMER diesel tipper, 1954, reasonably clean vehicle, £595.

**D**ODGE 103AP6 tipper, 1951, new engine recently fitted, body, £395.

**LONG-WHEELBASE TRUCKS!**

**GUY** Otter 1953 long-wheelbase truck, alloy body, P6 engine, Eaton 2-speed axle, £500.

**D**ODGE 1949 petrol long-wheelbase drop-side, wooden body, £175.

**DEMONSTRATION WITHOUT OBLIGATION!**

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COMMERCIAL-VEHICLE SPECIALISTS,  
STAFFORD STREET, BRISTOL, 3.

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**Used Goods Vehicles (contd.)**

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VAUXHALL AND BEDFORD MAIN DEALERS,  
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**YORK** trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today.

**TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

**NEW VEHICLES.**

**A.E.C.** Mustang chassis and cab, takes 21-ft. body, £3,612.

**A.E.C.** Mercury long-wheelbase, takes 21-ft. body, £3,025.

**A.E.C.** Mercury Mark II tractor unit, fitted with 16-ton 16-ft-in-well low-loading trailer, knock-out axle, £4,342.

**A.E.C.** Mercury Mark I tractor unit complete with 16-ton 16-ft-in-well low-loading trailer, S.A.E. coupling, complete outfit £3,551 13s. 6d.

**B**EDFORD 6-ton medium-wheelbase (132-in.), fitted with Pilot twin front ram tipping gear and wood drop-side body, £1,725.

**B**EDFORD Martin Walter ambulance mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.

**SPECIAL A-L LICENCE VEHICLES.**

**B**EDFORD 1957 Boys trailing-axle 6-wheeler, R6 engine, platform body, good condition throughout, 4-ton 10-cwt. West Midland licence, expires October 31, 1959.

**G**UY Otter 1953, P6, 2-speed axle, fair condition, 2-ton 19-cwt. Western Area licence, expires March 24, 1961.

**LONG WHEELBASE.**

**B**EDFORD 1957 R6 Boys rigid 6-wheeler, exceptionally good condition throughout, £1,700; choice of two.

**B**EDFORD 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft. in primer, £1,000.

**A**LBION 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition throughout, £1,200.

**G**UY Otter 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £550.

**B**EDFORD 1953 A-type 5-ton standard long-wheelbase platform, one very careful owner since new, £400.

**B**EDFORD 1954 A-type P6 long-wheelbase, double-drop-side, one owner, good condition, tyres fair, ready for work, £550.

**E.R.F.** 1954 twin-steer, 5LW, 21-ft. drop-side wood body, one owner, fitted with 10.00 by 20 tyres, exceptional condition, £2,250.

**SEDDON** 1947, P6, long-wheelbase double-drop-side, £200.

**SEDDON** 1948, Gardner 4LK engine, very good condition throughout, £400.

**B**EDFORD, September, 1958, 300 diesel engine, long-wheelbase platform, 36 by 8 tyres, £1,450.

**B**EDFORD 1954 long-wheelbase, R6, good condition throughout, choice of two, £700.

**D**ODGE 1955 long-wheelbase, P6, £450.

**A.E.C.** Mammoth Major 1947 8-wheeler, 7.7 engine, 2-stick model, aluminium platform body, wood floor, exceptionally well maintained vehicle in good, clean, ready-to-work condition, £2,250.

**SEDDON** 1953, P6, long-wheelbase platform, fair condition throughout, £450.

**M**AUDSLAY 1948, A.E.C. 7.7 engine, twin steer, platform body, fair condition, £250.

**G**UY Otter 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £400.

**T**HORNYCROFT 1949 long-wheelbase, diesel engine, poor condition, £100.

**TRAILERS AND ARTICULATED.**

**YORK** new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.

**D**YSON new 15-20-ton low-loading semi-trailer, 20 ft. long, vacuum brakes, £1,575.

**A**LDERSLEY 10-ton full-trailer low-loader, 12 ft. in all, vacuum brakes, complete with drawbar, knock-out axle, £1,550.

**B**EDFORD-SCAMMELL 1948 tractor unit, choice of two, £100 each.

**T**ASKER platform double-axle semi-trailer, air brakes, modern trailer in exceptionally good condition, Tasker coupling, £600.

**C**ARRIMORE 12-ton 25-ft. platform trailer, exceptionally good air brakes, S.A.E. coupling, £450.

**B.M.C.** SCAMMELL 1956 tractor unit only, good condition, £800.

**A**LBION 1951 4-cylinder diesel, 25-ft. Carrimore, close-coupled semi-trailer, £675.

**E.R.F.** 1946 Gardner 5LW complete with new 20 ft. in well, 15-20-ton Dyson low-loading trailer and Tasker 14-ton platform tandem-axle semi-trailer. All S.A.E. coupling. Will split. The tractor unit is ex well-known C-licence operator. Is in outstandingly good condition. Complete outfit £3,000.

**TIPPERS.**

**L**EYLAND Comet, October, 1954, long-wheelbase, non-control, twin front ram tipping gear, wood body, good condition throughout, £1,250.

**A**USTIN 1955 5-ton steel-body petrol tipper, clean condition, £425.

**C**OMMER 1952 P6 standard wood body tipper, £400.

**SEDDON** 1956 Pilot underbody gear, wood body, one owner, in really good condition, £400.

**D**ODGE 1947 P6 medium-wheelbase wood body tipper, £100.

**VULCAN** 1949 P6 standard tipper, £100.

**M**AUDSLAY 1949 8-ton tipper, A.E.C. 7.7 engine, quite good condition throughout, £600.

**B**EDFORD 1953 petrol 5-ton steel body, excellent condition throughout, £250.

**HARRY D'AND.**

VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
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# Used Goods Vehicles (contd.)

**JOHN JORDAN,**  
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SANDY, BEDFORDSHIRE.  
Phone, Sandy 271 (two lines).  
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**TOP** price paid for your vehicle in part-exchange.  
Latest low h.p. terms.

## DIESEL VEHICLES IN STOCK.

- NEW** COMMER 8-9-ton, latest cab, 18-ft. drop-sider, air brakes, 900 by 20.
- NEW** COMMER 6-ton Perkins diesel drop-sider.
- 1956** DODGE 7-ton heavy model, 18-ft. platform, Reg.
- 1948** E.R.F. 8-ton tipper with Eastern special A licence.
- 1956** FORD 4D tipper, short wheelbase.
- 1956** FORD 4D 16-ft. drop-sider.
- 1952** SEDDON Carrimore 10-12-ton articulated outfit.
- 1955** DENNIS Stork, 14-ft. drop-sider.
- 1950** DODGE 105, 17-ft. platform.
- 1950** VULCAN, 17-ft. platform.
- 1949** JENSEN, all-alloy 23-ft. platform.
- 1948** MAUDSLAY Mogul Mark II, 20-ft. platform.
- 1945** Ditto £125.
- 1940** E.R.F. twin-steer, 4LW, above average.
- 1940** FODEN 8-ton 16-ft. drop-sider.
- 1946** ALBION CX1 8-ton 16-ft. platform.

## PETROL VEHICLES IN STOCK.

- 1956** B.M.C. 7-ton tipper.
  - 1956** Registered COMMER 7-ton 18-ft. platform.
  - 1954** (Registered) COMMER QX 5-ton short-wheelbase tipper.
  - 1950** COMMER QX 7-ton 16-ft. platform.
  - 1954** COMMER QX 6-ton 16-ft. 6-in. drop-sider.
  - 1949** BEDFORD 5-ton long-wheelbase.
  - 1955** VOLKSWAGEN Microbus, 7-seater, 2-tone.
  - 1953** Vanguard estate, metallic grey.
  - 1956** FOAD 10 van.
  - SEVERAL** petrol tippers, 5- and 6-cu.-yd., from £50.
- OPEN ALL DAY SATURDAY AND SUNDAY**  
**MORNINGS.** 798-68

## L. A. MITCHELL (MOTORS), LTD.

**DODGE DISTRIBUTORS,**  
**PERKINS DIESEL SIGNHOLDERS.**  
**NEW** MORRIS B.M.C. 7-ton diesel short-wheelbase chassis and cab, £1,408 11s. 8d.  
**1957** MORRIS 4-ton van, £345.  
**1956** Sepember, DODGE 106 CP6 6-ton 16-ft. truck with tilt and fitted Perkins exchange diesel engine, fully guaranteed, £850.  
**1955** 6-ton DODGE diesel tipper, £575.  
**1955** 6-ton DODGE diesel truck; choice of two, £385.  
**1953** BEDFORD 5-ton short-wheelbase tipper, £265.  
**1951** AUSTIN A40 10-cwt. van, £100.  
**1950** 53 6-ton DODGE tippers, choice of four from £150.  
**1950** BEDFORD OL, 4 by 4, with Anthony steel body and tipping gear, very good condition, £185.  
**1** BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 798-87

## TILBURY'S (SO'ON), LTD.

**CENTRAL STATION BRIDGE ROAD,**  
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**COMMERCIAL/KARRIER MAIN DEALERS (HEAVY).**  
**PART EXCHANGE ARRANGED.**  
**TERMS FROM 10%.**

- 1955** DODGE diesel 106, fitted with 17-ft. 6-in. platform alloy body and twin-speed axle, one owner, excellent condition.
- 1955** SEDDON Mk. 5L, fitted with 17-ft. platform body, de luxe cab, one owner, above average condition.
- 1955** SEDDON diesel Mk. 5L, fitted with de luxe cab and 16-ft. platform body, one owner.
- 1951** SEDDON diesel Mk. 8, P6, Scammell tractor unit.
- 1950** SEDDON diesel Mk. 5L tractor unit with Carrimore coupling.
- 1950** MAUDSLAY drop-sider, fitted with 7.7 A.E.C. engine.
- 1950** SEDDON diesel Mk. 5L articulated tractor unit, complete with semi-trailer, bulk grain carriers, gravity discharge, the complete vehicle in excellent condition throughout.
- 1949** COMMERCIAL Superpole, Perkins diesel platform truck, considerably above average condition.
- A** LWAYS in stock, diesel-engined vehicles between £200-£400. 798-24

# Used Goods Vehicles (contd.)

**ROOTES, LTD.**  
**OFFER FOR SALE THE LARGEST STOCK OF**  
**USED VEHICLES**  
**FROM THIS SELECTION.**

- BIRMINGHAM 48**  
**GREAT HAMPTON STREET.**  
**CEN 8411.**
- 1948** COMMER 5-ton 18-ft. drop-sider, petrol, £100.
  - 1954** BEDFORD 7-ton diesel drop-sider, £550.
  - 1955** FORD 4D 5-ton drop-sider, £450.
  - 1951** BEDFORD 5-ton drop-sider, £175.
  - 1949** FORD 2-3-ton drop-sider, £50.
  - 1938** ALBION 8-tonner, 5LW, rebuilt, £185.
  - 1956** AUSTIN A40 van, very good condition, £315.
  - 1957** COMMERCIAL express delivery van, 1,000 miles, £375.
  - 1953** BEDFORD 5-ton tipper, petrol, £300.
  - 1950** SENTINEL 8-ton drop-sider, DI diesel engine, £375.

**MANCHESTER 15,**  
**OLYMPIA, CHESTER ROAD,**  
**BLA 6677.**

- 1958** June, 30-cwt. COMMERCIAL forward-control diesel super-capacity van, painted grey, excellent condition, used for demonstration only, mileage 3,000, cost £1,050, £895.

**MAIDSTONE,**  
**LEN ENGINEERING WORKS.**  
**PHONE 3333.**

- 1958** AUSTIN A35 van, petrol, black, £375.
- 1955** FORD Thames P6 drop-side truck, diesel, brown, £500.
- 1955** FORD 4D platform truck, diesel, blue, £425.
- 1957** COMMERCIAL express delivery van, petrol, anticlope and pearl grey, £395.
- LATE 1954** COMMERCIAL 5-ton platform truck, diesel, low mileage, £1,295.
- 1957** COMMERCIAL 7-ton platform, diesel, green, £1,385.

**ROCHESTER,**  
**HIGH STREET.**  
**CHATHAM 42231.**

- 1945** November, Bradford van, green, mechanically sound, good tyres, £159.
- 1950** COMMERCIAL CO light van, green, one owner, good condition, heater, £399.
- 1957** COMMERCIAL ED van, blue, one owner, as new, excellent condition, £390.
- 1956** COMMERCIAL ED van maroon, good running order, £335.
- 1947** DODGE Luton van blue-grey, good engine and good running order, £125.
- 1953** MORRIS van, maroon-silver, very good condition, £365.
- 1953** MORRIS 8 van, blue-black, good running order, £215.
- 1948** BEDFORD van, green mechanically sound, £85.
- 1957** AUSTIN 10-cwt. van, grey, one owner, exceptionally clean, £399.

**CANTERBURY,**  
**THE PAVILION,**  
**PHONE 3212.**

- 1956** COMMERCIAL Cob van, fitted passenger seat, £335.
- 1949** VULCAN 6-ton truck, good condition, £250.
- 1945** BEDFORD 2-3-ton cattle truck, £125. 798-374

**G. S. OSCROFT AND CO., LTD.**  
**MAIN BEDFORD DEALERS.**

- 1955** DODGE 145 AR6 long-wheelbase platform truck, in excellent condition, diesel engine, good appearance.
- 1955** DODGE long-wheelbase 5-ton drop-sided tipper, twin front-end tipping gear, Perkins P6 engine, in excellent condition.
- 1954** GUY Otter, 7-ton, Gardner 4LK engine, alloy platform, 2-speed rear axle, in fair condition.
- 1953** BEDFORD 7-ton long-wheelbase diesel tipper, steel interlaced subframe giving low loading, twin front-end tipping gear, Eaton 2-speed axle, in excellent condition throughout.
- 1952** COMMERCIAL 7-ton QX medium-wheelbase tipper, underfloor tipping gear, new engine fitted 3,000 miles, 2-speed axle, in exceptional condition throughout.
- 1951** MORRIS-SAURER diesel short-wheelbase tipper, £135.
- 1950** ALBION CX5 6-wheeled tipper, double drive, twin-ramp Pilot tipping gear and Pilot body, new engine fitted 18 months, in excellent condition.
- 1950** MAUDSLAY Mustang twin-steer 21-ft. platform truck, new cab just been fitted, in excellent condition.
- 1950** COMMERCIAL 5-ton long-wheelbase tipper, underfloor engine, twin-ramp tipping gear, in fair condition, £195.

## VANS.

- 1954** BEDFORD Dormobile, resprayed in primer, dual-purpose vehicle with folding seats to rear.
- 1957** BEDFORD 10-12-cwt. van in immaculate condition.
- 1953** BEDFORD 10-12-cwt. van, resprayed in primer, in good condition.
- 1957** AUSTIN A50 pick-up truck, low mileage, good condition.

**G. S. OSCROFT AND CO., LTD.**  
**DERWENT STREET,**  
**DERBY.**  
Phone, Derby 40171. 798-23

# Used Goods Vehicles (contd.)

**WILDE AND BENNETT, LTD.**

- BRAND-NEW** Commer TS3, Albion Chieftain, Bedford and similar 7-10-ton long-wheelbase lorries, with special A licence, East Midlands, North West, Metropolitan, South Eastern and Northern Areas.
- BRAND-NEW** Bedford, Commer, Leyland and similar artic. lorries, with special A licence, Northern Area; price on application.
- 1957** (Late) COMMERCIAL TS3 7-ton medium-wheelbase tipper, 900 by 20 tyres, body size 13 ft. by 7 ft. 3 in. by 4 ft. small mileage, exceptionally clean, only £1,375, or available with special A licence, North West Area.
- 1957** DODGE diesel 6-7-ton long-wheelbase drop-side lorry, 825 by 20 tyres, been carefully used and maintained in immaculate condition, with special A licence, 3 tons 9 cwt., Metropolitan, South Eastern and Northern Areas, £1,975.
- 1958** Registered BEDFORD artic. with special A licence for tractor and trailer, North West Area, £1,650.
- 1955** LEYLAND Comet forward control 8-10-ton long-wheelbase lorry, 20-ft. platform, immaculate condition, appearance as brand new, only £1,375, or available with special A licence, 4 tons 14 cwt., North West Area.
- 1955** BEDFORD 7-ton long-wheelbase drop-side lorry, 900 by 20 tyres, clean condition, with special A licence, Yorkshire Area, only £1,475.
- 1955** Model COMMERCIAL TS3 7-ton long-wheelbase lorry, very clean, £795, or available with special A licence, Metropolitan, South Eastern and Northern Areas.
- 1958** BEDFORD diesel 7-ton long-wheelbase lorry, small mileage, exceptionally clean and good, with special A licence, East Midlands Area, £1,975.
- 1958** Model A.E.C. Mammoth Major 6-wheeler, 24-ft. platform, small mileage, as brand new, been carefully used and maintained by owner driver, with special A licence 7 tons, North West Area, £4,975.
- 1955** ALBION Chieftain 6-7-ton long-wheelbase lorry, been carefully used and maintained, as new, with special A licence, 3 tons, East Midlands Area, only £1,600.
- 1955** SEDDON 6-7-ton long-wheelbase lorries, very clean and good condition throughout, have to be seen, with special A licences, 3 tons East Midlands Area, choice of two, from £1,475.
- 1951** MAUDSLAY 8-10-ton long-wheelbase lorry, 20-ft. platform, new tyres, cab damaged, with special A licence, 4 tons 14 cwt., North West Area, only £1,495.
- 1950** COMMERCIAL QX lorry, with special A licence, Northern Area, for tractor and trailer, weight 3 tons 5 cwt., £1,400.
- 1950** COMMERCIAL QX 7-ton long-wheelbase lorry, good runner, with special A licence, Metropolitan, South Eastern and Northern Areas, from £1,295.
- 1954** AUSTIN forward-control 5-6-ton long-wheelbase tipper, £275.
- ONE** Luton van body, approximately 1,200 cu. ft., good condition, will fit most chassis, only £150.
- ALBION** Luton van, 1,200 cu. ft., Perkins P6, very clean condition, only £175.
- ONE** 8-ft. 3-in. well, tyres as brand new, only £125.

## TERMS AND EXCHANGES.

**WILDE AND BENNETT, LTD.**  
**HADFIELD, MANCHESTER.**  
Phone, Glossop 2902-3.  
**AFTER HOURS 2356.** 798-161

## LEONARD BEER AND CO., LTD.

- 1956** B.M.C. 7-tonner, power steering, excellent condition throughout.
  - 1949** SEDDON 5L, Perkins engine, perfect condition throughout, bargain.
  - CHOICE** of five, Leyland Lynx with Albion Chieftain engines and boxes, ex-brewery CO., excellent throughout, real bargain lots, only wants seeing.
  - FORD**, fitted with Perkins P6, cheap.
  - 1955** VULCAN, fitted P6, good runner, cheap.
  - H.P.** Or rental plan; part exchanges.
- KINGSBURY RD., Bevois Valley, Southampton.** 798-57

**WELCH'S GARAGE (STAPLEFORD), LTD.**  
**BEDFORD, LAND ROVER DEALERS.**

## NEW VEHICLES.

- BEDFORD** 10-ton tractor, Scammell coupling, 10-ply tyres.
- BEDFORD** 7-ton normal-control 16-ft. body complete truck.
- BEDFORD** 7-ton forward-control chassis and cab, or with 17-ft. Bonalack body.
- BEDFORD** 6-ton forward-control, 8.25 by 20 tyres, chassis and cab or with 17-ft. Bonalack body.
- A** LL vehicles have BEDFORD 300 diesel engines.

## USED VEHICLES.

- 1947** FODEN 8-wheeler, £450.
- 1946** FODEN 8-wheeler, £425.
- 1939** FODEN 8-wheeler, much above average, £475.
- 1953** BEDFORD 5-ton, P6, almost new tyres, £375.
- 1939** E.R.F. twin steer 6-wheeler, £300.
- 1946** VULCAN, P6, chassis and cab, £150.
- 1950** 105 truck, P6 engine, £275.

**A** LL these vehicles have all units working and are in good running order, are clean and straight and ready for immediate use.

## PART-EXCHANGES AND HIRE-PURCHASE.

**A** S new, very modern single-compartment 1,500-gal. tank, pressure discharge with compressor, suitable for Bedford 7-ton long-wheelbase forward-control 150-in. wheelbase. This tank was made by Darham in mild steel with all shroud and side shrouds with provision for hoses, it has two manhole covers and heater pipes, has been used for edible fats, must be cleared. Inquiries for offers, please.

**LONDON ROAD, STAPLEFORD, CAMBS.**  
**PHONE, SHELFORD 3017-8-9.** 798-265



## Used Goods Vehicles (contd.)

### S. HUGHES (COMMERCIAL), LTD.

LODGE GARAGE,  
WHITEHALL ROAD WEST,  
GOMERSAL, NEAR LEEDS.  
Phone, Dudley Hill 1144-9.

OFFER FOR IMMEDIATE DELIVERY:—

### NEW VEHICLES.

**E.R.F.** 6LW, 5-speed, double-drive 8-wheeler.  
**E.R.F.** Twin Steer, 6LW.  
**A.E.C.** Mercury Mark II chassis and cab, fitted with Milshaw tipping gear and latest-type rack stabilizer.  
**FODEN** 8-wheel 6LW double-drive chassis and cab.  
**FODEN** 4-wheeler latest 2-stroke, to take 22-ft. body.  
**ALBION** Chieftain, fitted roller springs, 900 by 20 tyres, chassis and cabs, 19 ft. flats.  
**LEYLAND** Super Comets.  
**LEYLAND** Comets, 20-ft. flats.  
**E.R.F.** 4.4 (G).  
**FODEN** 8-wheel tipper.  
**A.E.C.** 9.6 8-wheeler double-drive chassis and cab.

### USED 8 WHEELERS.

**1956** LEYLAND 600, fitted with 24-ft. flat, immaculate condition.  
**1955** LEYLAND 600, double drive, 24-ft. flat.  
**1952** FODEN, latest 2-stroke Mark V engine, double drive, first-class machine throughout.  
**1951** LEYLAND 600 engine, double-drive, 24-ft. flat.  
**1950** FODEN 6LW double drive, 24-ft. flat, first-class condition.  
**1950** FODEN 6LW double drive, fitted 24-ft. alloy flat.  
**1950** MAUDSLAY, fitted 9.6 5-speed box, 24-ft. flat, been used from new by C-licence operators.  
**1948** A.E.C. 9.6 double drive.  
**1948** SCAMMELL 6LW; choice of two.  
**1948** ATKINSON 6LW, double drive.  
**1955** A.E.C. 9.6 double drive.  
**A** Number of cheap 8-wheelers, including E.R.F., A.E.C., etc., from £300 each.

### USED TIPPERS.

**1956** LEYLAND double-drive, fitted with new Milshaw twin-ram gear with latest-type rack and 22-ft. 6-in. alloy fixed-sided body, as new.  
**1955** THORNycroft Sturdy, medium wheelbase, fitted reconditioned engine, Anthony hoist gear body.  
**1955** BEDFORD A type, petrol, fitted new gears and bodies, choice of three.  
**1952** ALBION HD 8-wheeler, fitted new Milshaw gear and body.  
**1950** FODEN, fitted reconditioned engine, new tipping gear and rack stabilizer and 22-ft. 6-in. alloy fixed-sided body.  
**1948** A.E.C. 9.6 double-drive 8-wheeler, Pilot gear and 20-ft. wood body.  
**1948** DENNIS tipper.  
**1946** 47 E.R.F., 7.7, fitted with tipping gears and new wood body, choice of four.  
**1955** ALBION Chieftain medium-wheelbase tipper, fitted new gear and body.  
**1946** FODEN 6LW, fitted with new gear and fixed-sided body, 18 ft. 6 in.

### USED 6-WHEELERS.

**1951** SENTINEL 6-wheeler, direct-injection engine.  
**1948** DENNIS, fitted 22-ft. 6-in. body, double-drive.  
**1947** DENNIS, fitted Boys extension.

### USED TWIN STEERS.

**1950** MAUDSLAY twin steers, chassis and cab, choice of two, £500 each.  
**1948** MAUDSLAY, fitted 7.7, 5-speed box, choice of four.

### USED 4-WHEELERS.

**1956** COMMERCIAL TS3, fitted 900 by 20 tyres, 18-ft. bodies, in first-class condition, choice of two.  
**1955** COMMERCIAL TS3, fitted with 19-ft. drop-sided body.  
**1953** E.R.F. 4LK drop-side lorry.  
**1951** MAUDSLAY 7.7 20-ft. flat.  
**1951** ALBION HD, fitted with trailer equipment, all new tyres, in first-class condition.  
**1950** E.R.F. long wheelbase, fitted with 6LW, immaculate condition.  
**1948** ALBION CX, choice of three.  
**1947** 48 MAUDSLAY, 7.7 engine, 4LW, choice of four.  
**1945** 48 E.R.F., fitted 7.7, choice of five.  
**1950** E.R.F. 6LW, 18-ft. 6-in. drop-sided body, trailer model.  
**1955** A.E.C. Monarch, fitted with 22-ft. alloy body, as new.  
**1951** ALBION Chieftain, drop-sided body.  
**1958** COMMERCIAL 2-stroke overdrive, 900 by 20 tyres, as new.  
**1958** BEDFORD (Bedfords own oil engine) 7 tonner.  
**1957** COMMERCIAL long wheelbase, 900 by 20 tyres.  
**OVER** 50 4-wheelers to choose from.

### USED TRACTORS.

**1948** SCAMMELL 6LW.  
**1943** SCAMMELL, ex petrol company.

(Continued in next column)

## Used Goods Vehicles (contd.)

**1942** SCAMMELL 6LW 45-tonner.

**1938** SCAMMELL low-loader, fitted with 6LW engine, Carrimore low-loading trailer, knock-out axle, 16-ft. 6-in. well, all new tyres on trailer, 1,400 by 20; cheap to clear.

**A** Number of all types of trailers.

### USED ARTICULATED.

**1955** SEDDON R6, fitted with 22-ft. Carrimore trailer.  
**A** All classes of articulated and 4-wheeled trailers.  
**S** PARES for all types E.R.F., A.E.C., Foden, including 3 engines, 7.7, Perkins P6, Perkins R6, 4, 5 and 6LW, 9.6 A.E.C.  
**D** IFFERENTIALS and gearboxes for all models, cheap to clear.

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**N**EW E.R.F. 8-wheeler, 6LW, double drive, 9.00 by 20 tyres, chassis and cab, bodywork to requirements.  
**A** E.C. power-operated winch, 13.50 by 20 tyres, in excellent condition, choice of two.  
**1953** SEDDON tractor, Perkins P6 engine, 8.25 by 20 tyres, S.A.E. coupling, in excellent condition.  
**1957** COMMERCIAL TS3 diesel, fitted Boys 6-wheel conversion, 22-ft. drop-sided body, in first-class condition.  
**1953** BEDFORD 7-tonner, petrol, twin-ram end hydraulic tipper, 14-ft. 6-in. drop-sided body, good condition.  
**1955** E.R.F. 4.4G, 4LW Gardner engine, 21-ft. drop-sided body, 9.00 by 20 tyres, in very good condition.  
**1956** A.E.C. Mercury, 21-ft. alloy platform body, 9.00 by 20 tyres, in very clean condition.  
**1951** E.R.F. 4-wheeler, 5-cylinder engine, 18-ft. drop-sided body, air pressure brakes, 9.00 by 20 tyres, in good condition.  
**1957** COMMERCIAL TS3 7-ton tipper, short wheelbase, 900 by 20 tyres, 2-speed axle, in excellent condition.  
**1952** FORD ET6 short-wheelbase, Anthony hoist, steel-bodied tipper, on 7.50 by 20 heavy-duty tyres, P6 engine, in very good condition.  
**F**ODEN 5-cylinder timber tractor, power winch, anchor and crane jib, in excellent condition.  
**T**HORNYCROFT-COLES 6-wheeler, 5-ton wire jib diesel engine, in first-class condition.

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**1957** FORD Trader, 5-ton long-wheelbase drop-side truck, £2,125.  
**1948** VULCAN P6 7-ton long-wheelbase, flat, £1,250.

#### EASTERN AREA

**1950** SEDDON P6 diesel, 6-ton long-wheelbase flat, new tyres, recently reconditioned, £1,400.

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**1955** BEDFORD 5-ton P6 diesel truck, detachable container body, excellent condition throughout, £595.

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**1957** July, AUSTIN B.M.C. 10-ton 20-ft. long-wheelbase platform 6-wheel truck with aluminium body, £1,595.  
**1954** Model SEDDON P4 diesel long-wheelbase truck, excellent order throughout, £375.  
**1954** AUSTIN 5-ton long-wheelbase double drop-side truck, one C licence user, £325.  
**1954** Model AUSTIN 5-ton 5-cu.-yd. tipper, £325.  
**1952** BEDFORD 7-ton long-wheelbase truck, one owner, £325.  
**1950** FORD ET6 5-ton 5-cu.-yd. steel body tipper, good condition, £125.  
**1949** COMMERCIAL 5-ton long-wheelbase truck, one C licence owner, £165.  
**1945** E.R.F. Gardner 5LW diesel engine, 7½-ton flat, £295.

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**S**EDDON 6-ton long-wheelbase platform, £195.  
**A**USTIN, 1-ton diesel van, 1955, £425.  
**M**ORRIS J-type van, 1953, like new, £185.  
**A**USTIN 1949 3-ton 1,000-cu.-ft. Luton van, sound order, £100.  
**T**ERMS, exchanges. 798-103

February 13, 1959—THE COMMERCIAL MOTOR 51  
(Supplement)

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**1957** FORD Thames, 4D engine, 17-ft. 6-in. body.

**1957** A.E.C. Majestic, twin steers, 22-ft. 6-in. body.

**1956** COMMERCIAL TS3 diesel tipper, all-steel body, 12 ft. long.

**1956** ATKINSON 4-wheeler, 4LK engine, 23-ft. body.

**1956** ALBION Reiver, 24-ft. alloy-framed body, hardwood floor.

**1956** GUY 8-wheel tipper, 22-ft. alloy U-shaped body.

**1956** LEYLAND Octopus 600, 24-ft. 6-in. body.

**1955** December, LEYLAND Comet 90 tipper, alloy body, in exceptional condition.

**1955** BEDFORD articulated display van, fitted with its own generator, ventilation system, sink unit and refrigerator.

**1954** THORNycroft Trident tipper, 12-ft. alloy U-shaped body.

**1954** BEDFORD 7-ton Perkins P6 engine, 16-ft. body.

**1953** ALBION Chieftain tipper.

**1952** ALBION HD, 18-ft. body.

**1951** E.R.F., 6LW Gardner engine, 24-ft. 6-in. body in timber.

**1951** DODGE 5-ton, petrol engine, 16-ft. body with 14-in. sides and railboards.

**1951** THORNycroft, Albion and E.R.F. 8-wheelers, 24-ft. 6-in. flat, sound condition, very reasonable prices.

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**1956** BEDFORD A model chassis and cab, 25-in. chassis extension, fitted with new 1,450 c.c. Luton body, in light alloy.

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**1954** FODEN FG 6-wheeler platform.

**1953** SEDDON 6-ton diesel platform.

**1955** A40 van, excellent condition.

**1951** FORD 5-cwt. van, reconditioned and painted. 798-13

**T**WO 1955 A.E.C. single-drive 8-wheel tippers, 9.6-litre engines, Pilot U7 underbody tipping gears, 21-ft. wooden bodies on 9.00 by 20 tyres; can be inspected working.

**S**EVERAL 1947-50 Maudslay and E.R.F. 20-ft. platform bodies, all in first-class working condition.

**T**WO 1950 FODENS, fitted with 6LW Gardner engines, 24-ft. alloy bodies, on 9.00 by 20 tyres, condition immaculate.

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**1954** BEDFORD 8-ton diesel tractor.

**1954** BEDFORD 10-ton diesel tractor.

**1958** BEDFORD 5-ton diesel tipper, Anthony gear body.

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- 1953 DODGE P6 15-ft. timber double-drop-side.
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- 1949 COMMERCIAL 5-ton van.
- 1950 AUSTIN A40 high-body van.
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- 1953 MORRIS-COMMERCIAL chassis and cab, 5-ton petrol.
- 1952 BEDFORD P6 van, 14-ft. 7-in. x 7-ft. high body.
- 1949 VULCAN 6PF tipper, fitted 5-cu.-yd. alloy tipping body, front-end gear.
- 1956 COMMERCIAL TS3, fitted with an 18-ft. timber platform body.
- 1954 BEDFORD 7-ton platform lorry, fitted with a timber 16-ft. drop-side body.
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- FODEN DG6 1954 (Reg.) 8-wheeler tipper, in immaculate condition, reconditioned throughout, new tyres, ready for immediate work.**
- 1955 THORNYCROFT Sturdy Special CR6 engine, 9.00 by 20 tyres, 20-ft. double-drop-sided body, excellent condition.
  - 1950 M.A.S. Mustang twin steer, A.E.C. 7.7 21-ft. platform, double drop side.
  - 1951 COMMERCIAL short-wheelbase drop-sided tipper, underfloor petrol engine.
  - 1956 SEDDON Mk. XII F. P6 engine, long-wheelbase, drop-sided body, Eaton 2-speed axle, wrap-round cab, 9.00 by 20 tyres.
  - 1951 DODGE Kew short-wheelbase tipper, P6 engine, Eaton axle.
  - 1948 Mogul Mk. II, 17-ft. 6-in. platform body, well tyred, ready for immediate service.
  - 1945 SCAMMELL rigid 8-wheeler, 24-ft. 6-in. platform body, 40 by 8 tyres rear and 36 by 8 front.

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- LEYLAND 1952 Comet drop-side.
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- BEDFORD 1954 articulated tractor chassis, complete with 22-ft. trailer and drop-sided body.
- COMMERCIAL 1953 insulated meat container, petrol, in very good condition.
- THORNYCROFT 1946 diesel drop-side.
- LEYLAND 1949 Comet short-wheelbase standard tipper.
- ALBION 1950 (December) diesel drop-sided lorry.
- VULCAN 1951 long-wheelbase diesel drop-side.
- COMMERCIAL 1957 12-ton Hands tractor, in excellent condition.
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- 1956 COMMERCIAL TS3 diesel 7-ton drop-side lorry.
- 1956 Model DODGE diesel 7-ton long-wheelbase platform lorry, 2-speed axle.
- 1951 Thames diesel 5-ton, strip-down cattle container.
- 1951 BEDFORD petrol 2-3-ton platform lorry.

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- NEW ATKINSON Model 44 (Gardner 4LW) 7-8-ton 4-wheel 15-ft. alloy tipper, Milshaw twin gear.
- NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton 4-wheelers, all wheelbases, in chassis-cab form.
- NEW MORRIS Type 702 (B.M.C. 5.1-litre) 7-ton 50-in. wheelbase, 4-wheeler, 15-ft. alloy tipper.
- NEW MORRIS 12-type 10-cwt. vans, pick-up trucks, Minibus JB-type 10-cwt. vans, LD-type 1- and 2-ton petrol and diesel vans, available from stock.
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- 1956 LEYLAND Octopus (9.8-litre) 8-wheel double-drive 24-ft. platform, 9.00 by 20.
- 1955 SEDDON (Perkins P6) 6-7-ton 4-wheelers, Milshaw tipper and platform, choice two.
- 1955 BEDFORD 5-type (Perkins R6) 6-wheel Milshaw twin-ram alloy tipper, 20-ft. body.
- 1955 BEDFORD A-type (Perkins P6 diesel), 4-wheel tractor, S.A. fifth-wheel coupler.
- 1954 ALBION HD57L 9.6-litre 4-wheeler, Northern special A, 7½ tons, expiry October, 1960.
- 1954 ALBION Clydesdale diesel, 8-9-ton 4-wheeler, Northern special A, 4½ tons.
- 1954 ALBION FT37L Chieftain diesel 6-7-ton 4-wheeler, Homalloy cab and body.
- 1954 BEDFORD 5-type (Perkins R6) 6-wheel 7-ton 4-wheel 16-ft. platform, exceptional condition.
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- 1946 LEYLAND Beaver (7.4-litre) 7-8-ton 4-wheel Milshaw tipper, 15-ft. body.

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  - 1952 AUSTIN Loadstar parcels van.
  - 1946 SEDDON, P6 engine, 5-speed box, 17-ft. 6-in. flat.
  - 1942 E.R.F. long-wheelbase flat, 5LW, 5-speed box.
  - 1946 THORNYCROFT TR6 tractor and trailer, 22 ft. 6 in.
  - 1951 KARRIER Bantam short-wheelbase tipper, hydraulic brakes.
  - 1952 FORD Sussex, P6 engine, 20-ft. platform body
  - 1953 GUY Otter, P6 engine, 15-ft. platform body

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  - 1954 FORD 3-ton 4-cylinder petrol platform lorry.
  - 1951 DENNIS Max, 20-ft. flat.
  - 1946 VULCAN P6, 16-ft. alloy body, very clean.
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  - 1957 STANDARD 6-cwt. van, black, heater, £295.
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  - 1953 BEDFORD-SCAMMELL 8-ton, 22-ft. straight-frame trailer, £625.
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24-HOUR HEAVY-DUTY BREAKDOWN RECOVERY SERVICE.

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- £650. ALBION light 6-wheeler, fitted new 21-ft body.
- £600. 1955 BEDFORD 7-ton long-wheelbase.
- £550. 1956 BEDFORD 5-ton long-wheelbase tipper.
- £385. 1954 BEDFORD 7-ton short-wheelbase tipper, metal body.
- £350. ATKINSON long-wheelbase, 4LK.
- £350. 1958 STANDARD 6-cwt. pick-up.
- £325. 1957 STANDARD 6-cwt. pick-up.
- £150. 1950 THORNYCROFT Trident long-wheelbase tipper.
- £275. 1950 SEDDON tractor unit, chassis and cab.
- £150. 1951 BEDFORD 5-ton cattle truck.

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- 1956 MORRIS 1½-ton van, £345.
- 1958 BEDFORD 25-cwt. diesel (Hawson body) van, 1,000 miles, Guaranteed, £925.
- 1950 MORRIS 15-20-cwt. van, £155.
- 1949 THORNYCROFT Sturdy diesel, long-wheelbase drop-side truck, £225.
- 1957 MORRIS 13-seater Minibus, 20,000 miles, Guaranteed, £545.
- 1957 MORRIS Cowley van, Guaranteed, £465.

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WELSH HARP,  
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  - SCAMMELL 24-ft. double-drop-sided trailer, fitted with 14.00 by 16 tyres, condition as new, £300.
  - 1956 BEDFORD, fitted P6 engine, 1,350-cubic-capacity Luton body, Buico extension, £750.
  - 1956 BEDFORD, fitted P6 engine, 1,350-cubic-capacity Luton body, Buico extension, £775.
  - 1953 BEDFORD 25-cwt. vans, C licence, choice of seven, £250 each.
  - 1952 COMMERCIAL 5-ton vans, in excellent condition, separate cab, C licence, choice of three, £185 each.
  - 1954 COMMERCIAL 5-ton vans, in excellent condition, separate cab, C licence, £195 each.
  - 1958 Registered A.E.C. 6-wheeler, twin drive, 7.7 diesel engine, 2,500-gallon tank fitted, £465.
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- HIRE-PURCHASE arranged.

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- 1957 Thames 5-cwt. vans from £340.
- 1957 Thames 7-cwt. van, repainted, £350.
- 1956 Thames 5-cwt. vans from £295.
- 1955 FORDSON 10-cwt. vans from £225.
- 1956 FORDSON 10-cwt. vans from £240.
- 1958 BEDFORD Keni-brake, low mileage, two-ton, £510.
- 1958 AUSTIN A35 vans, low mileage, all one owner, £375.
- 1950 FORDSON 5-ton petrol chassis and cab, good tyres, excellent condition, £125.

10% Deposit or hire-purchase facilities to suit your needs.  
**INVICTA WORKS, North Finchley, N.12.**  
**HILLSIDE 8888**  
798-716

## Used Goods Vehicles (contd.)

**W. JONES (MANCHESTER), LTD.**  
RUTLAND STREET GARAGES,  
SWINTON.

AGENTS FOR ALL ATKINSON VEHICLES.

- 1957 MORRIS J2 van, 15-cwt., new look, very clean, £450.  
1957 BEDFORD 5-ton drop-side truck, Perkins P6 engine, very good, only needs seeing, £725.  
1956 AUSTIN short-wheelbase tipper, Homalloy, R.M.C. diesel, mechanically perfect, choice of two, each £695.  
1956 October, FORD diesel short-wheelbase tipper, mechanically perfect, £525.  
1956 November, BEDFORD 7-ton long-wheelbase diesel truck, 17-ft. 6-in. body, 900 by 20 tyres, all good, very clean machine, £845.  
1955 December, AUSTIN 5-ton forward-control long-wheelbase tipper, £685.  
1955 FORD 4D Luton van, extended chassis, 1,350 cu. ft., new body and built to specification, £395.  
1955 BEDFORD 5-ton long-wheelbase flat, A-type diesel, very clean, £550.  
1955 December, AUSTIN 440 gow van, £425.  
1954 MORRIS LD1 personnel carrier, 12 seats, 12,000 miles only, £415.  
1954 October, BEDFORD Luton van, P6 engine, £850.  
1954 September, BEDFORD 30-cwt. van, A-type petrol, £395.  
1954 BEDFORD boxvan, separate cab, A-type petrol, platform loader, £395.  
1954 SEDDON, P4 engine, roller shutter sides and back, Homalloy body, £450.  
1953 5-type BEDFORD flat, £300.  
1950-51 MORRIS diesel Luton vans, choice of three, 14,000 cu. ft. Bonalac aluminium bodies, under three tons unladen, mechanically perfect, each, £450.

THIS WEEK'S SUPER BARGAINS.

- 1955 FORD CONSUL, excellent condition, one owner, £435.  
1955 COMMERCIAL boxvan, £255.  
1954 December, BEDFORD Dormobile, immaculate, £310.  
1954 BEDFORD 7-ton diesel, flat, £325.  
1953 FORD, P6 engine, tipper, good condition, £250.  
1953 FORD 2-ton, 4-cylinder Cost Cutter engine, van, £150.  
1953 BEDFORD, fitted heater, one owner, £140.  
1949 BRADFORD van, £30.  
1948 BEDFORD truck, £50.  
1937 AUSTIN 16 car, £15.

LET US QUOTE FOR A LUTON BODY BUILT TO YOUR OWN SPECIFICATION.

ALL INQUIRIES.

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5 MARSDEN COURT, MANCHESTER, 4.

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After hours, Wigan 46049.

GARAGE OPEN DAILY (INCLUDING SUNDAYS). WEEK-END 10 TO 5.

- 1956 COMMERCIAL TS3, 11-ft. 9-in. wheelbase, alloy platform, extras, excellent condition; choice of two.  
1952 VULCAN petrol long-wheelbase platform.  
1953 MORRIS 5-ton diesel double-drop-side.  
1952 DODGE 6-ton petrol, alloy platform, 8.25 by 20 tyres, Eaton axle set.  
1951 THORNYCROFT 8-wheeler drop-side.  
1952 THORNYCROFT 8-wheeler 6LW drop-side.  
1954 THORNYCROFT Trident long-wheelbase double-drop-side.  
1953 E.R.F. 4-wheeler, 4LW, air brakes.  
1954 E.R.F. 8-wheeler, 6LW.

PARRS (LEICESTER), LTD.

ABBEY LANE, LEICESTER.

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PETERBOROUGH ENGINEERING CO.

- NEW DODGE 3146AY chassis-cab, 2-speed, air brakes.  
NEW DODGE 3126AP chassis-cab, 2-speed axle, H.D. tyres.  
NEW DODGE 3145BR chassis-cab, 2-speed axle, air brakes.  
NEW GUY Warrior 15-ft. 9-in. wheelbase chassis-cab.  
1956 DODGE 146AR6 18-ft. drop-side truck, £875.  
1954 DODGE 105AP6 platform with cattle container, £890.  
1955 DODGE 106P6 drop-side truck, very clean, £750.  
1956 DODGE 106CP6 drop-side truck, £650.  
1949 MAUDSLAY Mogul Mk. II, long wheelbase, very clean, new cab, £450.  
1953 DODGE 103AP6 tractor with Tasker semi-trailer, sound vehicle, £650.  
1943 E.R.F. C15 tractors, fifth-wheel coupling, choice of two, £300.  
1954 DODGE 105AP6 long-wheelbase platform, one owner, clean, £700.

44 EYE ROAD.

PETERBOROUGH.

Phone 6161.

## Used Goods Vehicles (contd.)

CROSSROADS COMMERCIALS, LTD.

- 1957 5-ton FORDSON 4D, drop-side body.  
1956 7-ton B.M.C. diesel, cab and chassis.  
1955 6-ton A-type BEDFORD tippers, petrol and diesel, choice of four, short and long wheelbase.  
1954 10-ton S-type BEDFORD artic. low loader, P6 engine, knock-out axles.  
1953 (Reg.) A.E.C. 6-wheeler, 4 in hand, chassis and cab.  
1951 SEDDON, platform, choice of three.  
1951 LEYLAND Comet, 2-speed axle, 100 engine, choice of two.  
1949 A.E.C. Monarch, ex petroleum company, chassis and cab, choice of two.  
1948 FODEN 8-wheeler tipper, 6LW, double drive, 8-speed box, steel body, very clean.  
1948 LEYLAND Octopus, 0/600 engine, double drive, 24-ft. flat.  
1948 ALBION CX tipper, alloy body.  
1946 ATKINSON 8-wheeler, double drive, 24-ft. platform.  
1946 A.E.C. 8-wheeler, 9.6 engine, 24-ft. platform.  
1946 FODEN 8-wheeler, 6LW, double drive, 24-ft.  
1946 FODEN 8-wheeler tipper, 6LW, double drive, 12-ft. chassis.

CROSSROADS COMMERCIALS, LTD.

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LES GLEAVE, LTD.

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NEW vehicles for early delivery.

- FODEN 8-wheeler, 6LW engine, or new LX.  
FODEN 6- or 4-wheeler with Gardner or Foden engine.  
COMMERCIAL 7-ton short-wheelbase and long-wheelbase trucks.  
BEDFORD trucks or tippers, all models.  
1955 FODEN 8-wheeler, double drive, 4-speed box.  
1948 LEYLAND Octopus, very clean, ready for work.  
1945 SCANNELL 8-wheeler, 6LW engine, 24-ft. alloy body.  
1953 ATKINSON 6-wheeler, double drive, 6LW engine, 4-speed box, 24-ft. flat.  
1957 AUSTIN B.M.C. 6-wheeler, Boys extension, 21-ft. 6-in. flat, small mileage, very clean.  
1952 FODEN 4-wheeler, 4LW engine, 18-ft. 6-in. flat; Atkinson 4-wheeler, 4LW engine, double-drop-side body.  
1947 MAUDSLAY 4-wheeler, sound vehicle, cheap.  
1951 BEDFORD 5-ton long-wheelbase, Balco extension, 18-ft. 6-in. double-drop-side truck, P6 engine.

- 1954 FORD Thames medium-wheelbase wooden-body tipper, P6 engine.  
DUE in shortly, several Bedford 5- and 7-ton short-wheelbase diesel tippers; also Dodge and Seddon.

LES GLEAVE, LTD.

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USED VEHICLES.

- BEDFORD 5-ton long-wheelbase with drop-side body.  
1953 DENNIS Max tanker, March, 1946, suitable for carrying 15,000 gallons.  
ALBION Chieftain long-wheelbase tipper, 1955.  
SEDDON, 1949, fitted P6 engine, and 16-ft. platform body.  
ALBION Chieftain, July, 1954, fitted 16-ft. 6-in. drop-side entrance, repainted blue, £250.  
FODEN 8-wheeler single-drive with reconditioned Gardner, 6LW, 24-ft. platform, 1945.  
MAUDSLAY Mogul, 7T engine, 20-ft. platform body, 1949.  
COMMERCIAL QX with platform body, 1949.

TERMS AND EXCHANGES.

CENTRAL GARAGE.

SOUTH ELSMALL.

MANN EGERTON AND CO., LTD.

COMMERCIAL VEHICLE SPECIALISTS

OFFER—

- 1955 BEDFORD 5-type 7-ton short-wheelbase chassis-cab, 116-in. wheelbase, Bedford petrol engine, 9.00 by 20 tyre equipment, also fitted with new Edbro tipping gear front vertical ram and 6-cu. yd. all-steel body, finished in primer, vehicle in exceptionally nice condition, £800.  
1955 COMMERCIAL 30-cwt. Q25 drop-side truck, vehicle finished in primer, very nice condition for year, petrol, £300.  
1947 SEDDON platform truck, fitted with Perkins P6, tyres good, engine fair condition, reasonable vehicle, £350.

MANN EGERTON AND CO., LTD.

5 PRINCE OF WALES ROAD, NORWICH.

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## Used Goods Vehicles (contd.)

RUFFORD MOTOR CO., LTD.

OFFER FOR IMMEDIATE DELIVERY.

- NEW E.R.F. 8-wheeler 21-ft. alloy hydraulic tipper, latest-type Gardner engine.  
NEW DODGE 3145 Boys extension 6-wheeler tipper, 18-ft. body, Leyland engine.  
NEW DODGE 3145 16-ft. 6-in. double-drop-sided hydraulic tipper, Leyland engine.  
1957 DODGE long-wheelbase hydraulic tipper, P6 engine, very clean.  
1955 ALBION Chieftain, fitted 16-ft. alloy body and 16-ft. alloy container van, 3 tons 3 cwt. unladen weight.  
1956 FORD D 12-ft. hydraulic tipper, high sided; choice of two.  
1950 E.R.F. long-wheelbase 16-ft. drop-sided truck, 4LW Gardner.  
1953 DODGE 7-ton 18-ft. drop-sided truck.  
1956 DODGE 7-ton short-wheelbase hydraulic tipper.  
1954 DODGE 6-ton flat, P6 engine.  
1955 DODGE 7-ton long-wheelbase tipper, R6 engine, 15-ft. alloy body.  
1952 DODGE 6-ton long-wheelbase hydraulic tipper.  
1950 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.  
1954 SEDDON 14-ft. hydraulic tipper; choice of two.  
1956 SEDDON long-wheelbase hydraulic tipper, very clean; choice of two.  
1956 BEDFORD long-wheelbase 7-ton hydraulic tipper, 15-ft. drop-sided body.  
1957 September, 7-ton BEDFORD short-wheelbase steel-bodied hydraulic tipper, 24,000 miles, petrol engine.  
1951 ALBION Chieftain 16-ft. flat.  
1952 FODEN 8-wheeler D.D., fitted reconditioned latest-type 2-stroke engine, 22-ft. steel body, outside chassis Pilot tipping gear.  
1953 FODEN 8-wheeler D.D., 21-ft. wood body, Pilot gear.  
1946 FODEN 8-wheeler 24-ft. flat, Gardner engine.  
1947 A.E.C. 6-wheeler 2,500-gal. tanker, with pump.  
1952 ATKINSON 8-wheeler D.D., 6-cylinder engine, 22-ft. hydraulic tipper.  
MOST of the above machines can be supplied with Metropolitan, East Midland or North Western Area special A licence.  
CHOICE of 50 other trucks, from £50 upwards.

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E. J. BAKER AND CO. (DORKING), LTD.

BIRCHETT ROAD, ALDERSHOT.

Phone, Aldershot 777.

- BEDFORD, 1954, R6 7-ton long-wheelbase, twin ram, wood body tipper, tyres as new, £785.  
COMMERCIAL, 1955, 25-cwt. hand tipper, wood drop-side body, 9 ft. 6 in. long, good tyres, first-class condition throughout, £350.  
COMMERCIAL, 1949, 7-ton forward control, long-wheelbase, drop-side truck, well tired, front axle damaged, £120.

STOCKLAND GARAGE, LTD.

ERDINGTON, BIRMINGHAM, 23.

Phone, Erd 2488.

- NEW commercial vehicles in stock for immediate delivery.  
FORD 3-5-ton tipper 4D, diesel.  
FORD Thames Trader 7-ton long-wheelbase truck, diesel.  
AUSTIN 4-ton long-wheelbase drop-side truck, diesel.  
USED commercial vehicles.  
1956 AUSTIN B.M.C. 7-ton tipper, 11½-cu.-yd. body, double drop sides, twin-ram tipping gear, heater, body size 14 ft. 6 in. by 7 ft. by 3 ft. steel floor, good tyres, power steering, Eaton axle, one owner driver, £1,100.  
1950 AUSTIN 2-3-ton Luton van, £120.  
1947 AUSTIN 2-3-ton Luton van (choice of two), repainted blue, £250.  
1947 AUSTIN 2-ton tipper, £50.  
1947 8 BEDFORD 5-ton long-wheelbase platform, from £120.  
1954 COMMERCIAL 3-4-ton boxvan, roller back and side entrance, repainted blue, £250.  
GREENWOOD electric factory trucks (two) with chargers, £75 lot.  
MORRISON 5-ton electric hydraulic tipper, excellent 34 by 7 tyres, batteries as new, £65.  
AUSTIN 5-ton Loadstar platform trucks, ex-brewery vehicles, 1950-1953, from £150-£275.  
USED coaches for sale—Under P.S.V. column.

EAGLE MOTORS (FARINGTON), LTD.

BEDFORD AREA DEALERS.

- 1954 BEDFORD 7-ton long-wheelbase drop-side truck, petrol, £475.  
1952 August, BEDFORD 10-ton articulated tractor unit, petrol, £275.  
1952 March, BEDFORD 10-ton articulated tractor unit, petrol, £275.  
1951 FORDSON P6 diesel 5-ton platform lorry, £250.  
1949 AUSTIN 5-ton long-wheelbase platform lorry, petrol, fitted sack loader, £165.  
1947 BEDFORD 8-ton articulated tractor unit, petrol, £125.  
1946 BEDFORD 2-ton drop-side truck, petrol, £125.  
STATION ROAD, Faringdon, Berks. Phone, Faringdon 798-359.

R45



**Used Goods Vehicles (contd.)**

**CHANDLERS MOTORS, LTD.**

LUTON vans and pantechnicians.

- 1955 A-type 3-ton Luton, 800-cu.-ft. Plymax body, in immaculate condition, £540.  
1955 AUSTIN P6 diesel, with 1,250-cu.-ft. body, with drop-well Plymax body, cost over £2,000, choice of two from £425.  
1953 BEDFORD 30-cwt. Luton with integral cab, in first-class condition, £185.  
1952 BEDFORD 4-5-ton pantechnic, 1,200-cu.-ft. body, integral cab with drop well, under 3 ton, choice of two from £425.  
1951 BEDFORD 5-ton 1,000-cu.-ft. pantechnic with drop well, Plymax body, in first-class order, £325.  
1951 BEDFORD 4-5-ton pantechnic, 1,200-cu.-ft. body, integral cab with drop well under 3 ton, £400.  
1949 BEDFORD 4-5-ton 1,100-cu.-ft. pantechnic with drop well, under 3 ton, in really first-class condition, £390.

**TRUCKS.**

- 1955 BEDFORD 5-ton petrol drop-side truck, C licence operator, excellent condition.  
1953 BEDFORD 5-ton A-type truck, in first-class order, £320.  
1951 BEDFORD diesel 5-ton drop-side truck, £225.  
1951 BEDFORD 7-ton long-wheelbase, in good condition, £245.

**TIPPERS.**

- 1956 BEDFORD 5-ton petrol short-wheelbase tipper, Weston tipping gear, 5-yd. standard body, £460.  
1953 BEDFORD A-type, under-floor tipping gear, 4-cu.-yd. steel body, excellent condition, £350.  
1950 AUSTIN Loadstar long-wheelbase tipper, £150.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

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**HALE MOTORS (TOTTENHAM), LTD.**

THE HALE, N.17.  
Tottenham 7771 (four lines).

**VANS.**

- 1955 FORD 4D Luton van, 1,000 cu. ft., roller shutter and tailboard.  
1956 COMMER 8-cwt. Express delivery van, with rear passenger folding seat.  
1956 MORRIS 1-ton van, low mileage.  
1950 BEDFORD 30-cwt. van.  
1953 COMMER Superpoise 2-ton boxvan, with side loading door.  
1954 AUSTIN A70 gowa van, plain black, in excellent order.

**TIPPERS.**

- 1938 E.R.F. 8-cu.-yd. hydraulic tipper, Gardner 4LW diesel engine.

**NEW VEHICLES.**

AUSTIN, Ford, Rootes Group.  
COMPREHENSIVE stocks always held.

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LEYLAND S/H 8-wheeler, fitted with new all-steel body and gear.  
BEDFORD 5- and 7-ton diesel tippers

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**ROSS GARAGES (SALES), LTD.**

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ATKINSON AND SEDDON MAIN DISTRIBUTORS.  
FORD AND ROOTES GROUP DEALERS.

NEW VEHICLES FROM STOCK.  
ATKINSON 8-wheeler chassis-cab, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.  
COMMERCIAL 7-ton Rootes, diesel, air brakes, 13-ft. 6-in. wheelbase.  
THAMES Trader 6D, 6-cu.-yd. tipper.

USED VEHICLES.  
1955 FODEN 8-wheeler platform body.  
1952 VULCAN with 7-8-tonner platform body, Mark 3, Meadows engine.  
MAUDSLAY 7-8-tonner, Gardner 5LW, will sell for spares value.

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**SOUTHERN COUNTIES GARAGES, LTD.**

HIGH STREET, CRAWLEY, SUSSEX.  
Phone 25666.

AUSTIN AND FORD COMMERCIALS.  
FULL RANGE ALWAYS AVAILABLE.

- 1957 MORRIS 1-ton 14-seater LDI Utilityvan, £630.  
1957 AUSTIN 152 van, low mileage, £495.  
1950 DODGE 6-ton long-wheelbase drop-side truck, P6 diesel engine, £295.  
A Large selection of small vans always in stock.

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**Used Goods Vehicles (contd.)**

**SELLERS AND BATTY (SALES), LTD.**

COMMERCIAL VEHICLE SPECIALISTS.  
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**E.R.F., FORD, SENTINEL.**

- NEW, ex-stock, E.R.F. 6.8(G) long-wheelbase 8-wheeler chassis and cab, fitted Gardner 6LX engine, bodywork to choice.  
1955 DODGE 106 P6 drop-side truck, engine recently overhauled, good tyres, clean machine.  
1953 AUSTIN Loadstar 5-ton truck, fitted P6 engine, good tyres, immaculate condition.  
1954 FORD Thames ET7 4-cu.-yd. steel-bodied tipper, fitted P6 engine, good condition.  
1948 BEDFORD Patrol 5-ton drop-side truck, cheap to clear at £60.  
1955 DENNIS Centaur 18-ft. drop-side truck, 2-speed axle, good tyres, above average condition.  
1948 E.R.F. Model C1.4 platform lorry, fitted Gardner 4LW, tyre equipment very good.  
1954 A.E.C. Mammoth Major long-wheelbase 8-wheeler, 9.6 engine, air brakes, 900 by 20 12-ply tyre equipment, fitted 24-ft. 6-in. Homalloy flat-platform body and Homalloy cab, engine and brakes recently overhauled, one owner, immaculate machine.  
1949 A.E.C. Mammoth Major long-wheelbase 8-wheeler, 9.6 engine, booster box, 24-ft. timber platform body, reconditioned engine fitted recently, sound machine.

**PART-EXCHANGES**

AND

**H.P. TERMS.**

AVAILABLE.

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**E. RAYMENT, LTD.**

DODGE DISTRIBUTORS FOR EAST LONDON.

- DODGE 124 AP6 diesel tractor unit, November, 1956, low mileage, with 23-ft. 10-12-ton Scammell trailer.  
DODGE 223 AP6 diesel, 12ccmoe, 1957, fitted light alloy platform.  
DODGE 103 P6 diesel, August, 1954, hydraulic tipper.  
DODGE 103 petrol, December, 1956, hydraulic tipper.  
BEDFORD O model, petrol, Scammell tractor unit, very good condition.  
BEDFORD S model, petrol, Scammell tractor unit, very good condition.  
BEDFORD O model, petrol, 5-ton drop-side truck, very good condition.  
BEDFORD O model, diesel tractor, fitted 20-ft. Scammell trailer.  
FORD 4D platform, 1956, H.D. equipment 5-ton.  
334-340 ROMFORD RD., London, E.7. Maryland 798-285

**MAYDAY MOTORS, LTD.**

DODGE DISTRIBUTORS.

**ALL NEW DODGE MODELS**

AVAILABLE FOR EARLY DELIVERY.

- 1957 COMMER 30-cwt. diesel van, low mileage, excellent condition, £555.  
1957 BEDFORD Utilitrak, low mileage, choice of three, £425 each.  
1955 DODGE 6-ton tipper (Model 103 P6) with light alloy body and hollow plank construction, Pilot twin underbody gear, £825.  
1955 BEDFORD 8-type petrol tippers with steel bodies in good condition, choice of three, £445.  
1954 November, DODGE (Model 123) petrol tipper, £465.  
1954 BEDFORD Kenex van.  
1954 BEDFORD CA van.  
1954 AUSTIN A70 personnel carrier.  
1954 5-ton AUSTIN Loadstar platform truck, recently fitted new engine, tyres approximately 80% new, first-class condition, £280.  
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473.

- £425. 1954 BEDFORD A-type short-wheelbase diesel tipper.  
£425. 1952 (model) DODGE diesel Scammell tractor, 20-ft. trailer, clean.  
£275. 1954 MORRIS B.M.C. diesel 5-ton short-wheelbase tipper, one owner.  
£215. 1953 BEDFORD Bullnose 5-ton short-wheelbase, steel body, Anthony hoist tipper.  
£195. 1949 SEDDON 6-ton diesel lorry.  
£250. 1950 FODEN 6-ton lorry, 4LK engine.  
£525. 1956 BEDFORD A-type diesel 5-ton long-wheelbase tipper, fixed-sided body for coal carrying.  
£225. 1954 DENNIS Stork 3-ton lorry, underfloor P4 diesel engine.  
1949 AUSTIN 5-ton long-wheelbase, ex Shell Mex, lorry fitted with Burtonwood (1-ton) tailboard loader.  
£195. 1953 BEDFORD A-type 2-ton long-wheelbase lorry.  
£225. 1953 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.  
£525. 1954 BEDFORD Scammell tractor, fitted R6 diesel engine, 20-ft. 10-ton trailer, clean outfit.  
£100. PERKINS P6 engine completed with all fittings for Vulcan.  
255 WALTON LANE, Liverpool, 4. Aintree 1873. 798-496

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- 1951 BEDFORD 8-ton tractor unit, Tasker coupling.  
1953 BEDFORD CA large-capacity van, one owner.  
1957 BEDFORD 15-cwt. builder's truck, one owner.

**OVER HALL GARAGES, LTD.**

STAINES ROAD, BEDFORD, MIDD.

Ashford 5741.

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**Used Goods Vehicles (contd.)**

**BLACKBIRD HILL GARAGE, LTD.**

BLACKBIRD HILL, KINGSBURY, N.W.9.  
ESTABLISHED 1923.  
Colindale 6134-5-6 and 4485.

- 1958 AUSTIN 15-cwt. van, £475.  
1958 AUSTIN A35 pick-up, £495.  
1958 AUSTIN Gipey, £575.  
1957 AUSTIN 15-cwt. van, £425.  
1955 AUSTIN A40 van, £325.  
1952 AUSTIN A40 pick-up, £185.  
1951 AUSTIN A70 van, £195.  
1947 AUSTIN 10 Utility, £75.  
1946 AUSTIN 2-ton truck, £55.  
1956 MORRIS 10-cwt. J1 van, £265.  
1954 MORRIS 4-ton van, £250.  
1956 FORD 5-cwt. van, £325.  
1953 FORD 10-cwt. platform truck, £155.  
1952 FORD 5-cwt. Utility, £155  
1956 BEDFORD Utility, £395.  
1951 BEDFORD 10-12-cwt., £135.  
1955 STANDARD Vanguard, £295.

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**BIRMINGHAM COMMERCIAL OFFER—**

- 1952 BEDFORD 5-ton Luton, 11,500 c.c. P6.  
1954 BEDFORD 4-ton Luton, 950 c.c. petrol.  
1955 BEDFORD 7-ton long-wheelbase S.A.  
1955 BEDFORD 7-ton long-wheelbase tipper.  
1952 FODEN 6-wheel tipper, 6LW.  
1950 LEYLAND 6-wheel Comet.  
1952 SENTINEL 6-wheel tipper.

**TERMS AND EXCHANGES.**

560 COVENTRY ROAD.

BIRMINGHAM, 10.

Victoria 0437-8.

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**R. A. JORDAN, LTD.**

MAIN DENNIS DISTRIBUTORS

(NO CONNECTION WITH ANY OTHER FIRM).  
FOR GOOD USED VEHICLES.

- 1949 AUSTIN 25-cwt. 3-way van, good condition, one owner.  
1952 DENNIS Max, long wheelbase, 5-speed, 18-ft. platform, one owner.  
1952 December, FORD Thames 4D, platform, excellent tyres, nice condition.  
1953 DENNIS Horia P6 tractor, Scammell coupling, Eaton axle, tyres as new, exceptional.  
1949 BEDFORD 5-ton, very sound condition, drop-side body.

**IYEL WORKS,**

BIGGLESWADE.

Phone 2265.

798-403

- 1952 BEDFORD 5-type 7-ton short-wheelbase tipper, U body, choice of six.  
1954 BEDFORD A-model 5-ton short-wheelbase tipper.  
1953 BEDFORD A-model 5-ton short-wheelbase tipper.  
1952 BEDFORD 5-ton short-wheelbase tipper.  
1951 BEDFORD 5-ton short-wheelbase tipper.  
1949 BEDFORD-SCAMMELL tractor unit.  
1944 SCAMMELL 45-ton tractor, ex-Pickfords, 6LW engine.  
1950 SEDDON 6-ton tipper, Perkins P6 engine, £185.  
1948 MAUDSLAY 4-wheel tipper, recent reconditioned 7.7 engine, in excellent condition, choice of two.  
1948 MAUDSLAY long-wheelbase 20-ft. platform truck.  
FORD Trader 6D damaged and smashed trucks wanted, any model.  
T. J. RICHARDSON AND SONS, LTD., 100 Dudley T. Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840.  
DECEMBER, 1957, MORRIS-COMMERCIAL 30-cwt. truck, Clarendon grey, heater, low mileage, £465.  
1958 MORRIS JBI 10-cwt. van in primer, low mileage, o.h.v., £465.  
1954 December, FORD 10-cwt. van, dark blue, new battery, clean van, £175.  
DICKINSON AND ADAMS (LUTON), LTD., Leagrave Rd., Luton. Phone 5121.

**WHALEBONE MOTORS, LTD. OFFER—**

- 1951 FODEN 8-wheeler, 6LW engine.  
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1951 BEDFORD 2-3-ton truck, ex E. licence, choice of five, £135 each.  
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BEDFORD, unregistered, 900-gal. tanker, almost unused, £200.  
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- 1956 FORD Thames 3-ton long-wheelbase drop-side, 4-cylinder diesel, £565.  
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- 1953 Thames P6 diesel, Anthony 5 cu. yd., good condition, £425.  
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### SELECTION OF 1957 5-cwt. Thames vans.

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- 1948 MAUDSLAY, 4-wheel platform body, Gardner 6LW engine (choice of two).  
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- 1946 ATKINSON, 6-wheel, double drive, 21-ft. platform body, Gardner 6LW engine, well tyre'd and maintained.

**MOATHOUSE MOTORS**, Lichfield St., Tamworth, Staffs. Phone, Tamworth 1381-2. 798-227

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8.8, 56  
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base, can Coachways 4423.  
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new 1962, Orange-0-5  
A.E.C.  
Clayton, certificate Comfy-Lux  
A.E.C.  
1962, in Green (Co Phone. Co  
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SIX 1947  
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AUSTIN  
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BEDFORD fitness Odessa Ro  
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of fitness Bennett, Phone. Gl  
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owner, up Surrey, 37  
1954  
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**1954 BEDFORD**, 36-seater, radio, heater, microphone, certificate of fitness 1959, £1,750. Elgar 3992. 798-271

### Used Passenger Vehicles (contd.)

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166 MAIN ROAD.

SUNDRIDGE, KENT.

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### Used Passenger Vehicles (contd.)

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Coachworks 35-seater bodies, low-type radiators,  
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Coachworks 35-seater saloon bodies, half-sliding  
windows, sliding entrance door, fitted 5LW Gardner  
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1947 DENNIS, choice of two, fitted 35-33-seater  
Duple and Plaxton coach bodies with high-  
backed leather and moquette seating, 6-cylinder Mark III  
Dennis diesel engine, in excellent mechanical and body  
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£275 each.

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coach body, high-backed leather and moquette full-luxury seating, A.E.C. 7.7 diesel engine,  
in excellent mechanical and body condition, certificate  
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condition, certificates of fitness to 1960, price £325 each.

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super mechanical and body condition, several chassis only,  
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coach with glass roof quarters and rear dome,  
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certificate of fitness to 1960, £1,050.

1950, DENNIS full-fronted Duple (35) coach, high-  
back seats, blue inside and out, heater, good  
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Formica sides, exterior cream and green, choice  
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20-SEATER BEDFORD Vista with reclining armchairs,  
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lights, magnificent condition.

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1950, September, BEDFORD Spurling 14-seater  
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£185.

1950 BEDFORD Duple 29-seater Vista, good tyres  
and excellent condition, high-back seats, £375.

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perfect condition, £3,300.

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exterior, heaters, £2,200.

1953 BEDFORD Duple, 37-seaters, red interiors,  
heaters, choice of two, £1,850.

1952 BEDFORD 37-seater, Gurney Nutting, autumn  
interior, heater, cream and maroon exterior,  
one owner, above average, certificate of fitness 1962,  
£1,600.

1951 BEDFORD Vega, maroon interior, dual red  
exterior, certificate of fitness June 30, 1961,  
£1,350.

1949 BEDFORD Vista, 29-seater, red interior, cream  
and maroon exterior, one owner, certificate of  
fitness September 12, 1959, £675.

1951 LEYLAND Royal Tiger, fitted air brakes,  
Plaxton 41-seater body, green interior, certifi-  
cate of fitness April 26, 1961, £2,000.

1951 A.E.C. Mark IV, autumn interior, Plaxton 39-  
seater luxury body, £2,000.

1952 (Registered) LEYLAND, fitted P.S.I. engine,  
Beadle 35-seater body, good tyres, certificate  
of fitness October 1961, £750.

1951 COMMER Avenger, 32-seater luxury body,  
autumn tint interior, cream and red exterior,  
certificate of fitness June, 1960, £255.

1952 DENNIS Falcon Burlingham, 33-seater Scagli  
body, blue interior, Eaton 2-speed axle, certi-  
ficate of fitness 1962, £1,250.

1948-49 DAIMLER CVD6, fitted 33-seater luxury  
bodies, good runners, choice of two, both with  
certificates of fitness, from £250.

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certificates of fitness 6.1.61, from £350.

1950 FODEN, fitted 2-stroke engine, 35-seater full-  
front luxury body, blue interior, £550.

1949 FODEN 6LW Bellhouse Hartwell 35-seater  
body, green interior, certificate of fitness 1959,  
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full-luxury coach, immaculate, certified 1961,  
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diesel engines, all in first-class condition  
throughout, very clean and excellent all-metal bodies, good  
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dition, powered by 9.6 diesel engines, good  
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these are genuine coaches with full vision and not rebuilt  
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powered by Leyland PS1 engines, in 100%  
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1950 LEYLAND genuine PS2 33-seater coaches,  
condition throughout, a very super fleet, £495 each;  
choice of 10.

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9.6 diesel, all-metal bodies, air brakes,  
good batteries, ready to go to work immediately, £375  
each, certified.

1949 A.E.C. 33-seater coaches in immaculate  
condition fitted with 9.6 engines and air brakes,  
£395 each, certified.

1949 GUY 33-seater full-luxury coach, fitted Gardner  
5LW engine, Plaxton body, in super condition,  
£395, certified.

1949 DENNIS 33-seater coach, fitted Dennis Big 6  
diesel, excellent throughout, £295, certified.

1949 FODEN 35-seater coach, fitted with Gardner  
5LW engine certified and in first-class me-  
chanical condition, £325.

1947 FODEN 35-seater coaches, fitted with Gardner  
5LW engines, in lovely order throughout, choice  
of three, certified 1961, £275 each.

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A.E.C. 1950 35-seater coaches; these machines look  
and run like new vehicles, £295 each; choice of 18,  
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LEYLAND buses, powered by Leyland 8.6 diesels and  
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**1954** BEDFORD, Birmingham Seagull 36-seater full-luxury body, good clean condition throughout, certificate of fitness 1959; choice of two.

**1953** BEDFORD Super Vega 30-seater, full luxury touring coach, fitted with full-luxury Chapman reclining seats, radio and heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1963.

**1952** TILLING-STEVENS, fitted with 4-cylinder oil engine, 37-seater full-luxury Duple body, heater and radio, in good clean condition throughout, certificate of fitness 1962; choice of two.

**1952** BEDFORD Countryman, 25-seater full-luxury Duple body, in good clean condition throughout, certificate of fitness 1962.

**1952** GUY, fitted with a 35-seater full-front P.S.I. engine, Thurgood body, fitted with radio, heater, in clean condition throughout, certificate of fitness 1962.

**1952** LEYLAND Royal Tiger, fitted with air brakes, 39-seater full-luxury Yeates body, radio, heater, microm, good clean condition throughout, certificate of fitness 1960.

**1952** LEYLAND Royal Tiger, fitted air brakes, 41-seater full-luxury Birmingham body, heater, good tyres throughout, in excellent condition, certificate of fitness 1963.

**1951** BEDFORD Vega, 33-seater full-luxury Duple body, fitted with heater, good tyres, in good clean condition throughout, certificate of fitness 1962; choice of three.

**1951** BEDFORD Vista, fitted with a Perkins P6 oil engine, full-luxury Duple body, 29 high-backed seats, in good clean condition throughout, certificate of fitness 1961.

**1951** BEDFORD Vega, 33-seater full-luxury Duple body, fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1961.

**1951** LEYLAND PS2, full front, fitted 37-seater full-luxury Allweather body, Perspex quarters, twin heaters, certificate of fitness 1961.

**1950** COMMERCIAL COMMERCE, 33-seater, Plaxton, good tyres, finished in blue, certificate of fitness 1960.

**1950** SENTINEL Service bus, 40-seater, Dunlopillo seats, trimmed in moquette, under the floor diesel engine, front sliding door, in good clean condition throughout, certificate of fitness November, 1961.

**1950** A.E.C., 9.6, crane box, full-front half-decker luxury Whitton body, 31-seater, one owner since new, good clean condition throughout.

**1950** BEDFORD 29-seater, full-luxury Duple body, Perspex quarters, radio and heater, in excellent condition, certificate of fitness 1960; choice of five.

**1950** FODEN, 24-seater, 38-seater full-luxury Bell-house Hartwell body, fitted with heater and radio, in good clean condition throughout, certificate of fitness 1960.

**1950** VULCAN full-front, fitted with Perkins P6 oil engine, 31-seater full-luxury Duple body, in excellent condition throughout, certificate of fitness 1960.

**1949** BEDFORD 29-seater, full-luxury Duple body, in good condition throughout, certificate of fitness 1960; choice of two.

**1949** LEYLAND PS1 full-front 35-seater, full-luxury Duple body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1963.

**1948** BEDFORD Vista, 29-seater Duple body, Dunlopillo seats, in good clean condition throughout, certificate of fitness 1962; choice of three.

**1948** FODEN, 6LW Gardner engine, 33-seater, full-luxury Duple body, fitted with heater, in good clean condition throughout, certificate of fitness 1963.

**WE** also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

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**1955** (Model) BEDFORD Duple 36-seater coach, radio, heater, petrol engine, finished in red and cream, certificate of fitness October, 1959.

**1953** BEDFORD Birmingham 36-seater coach, radio, heater, petrol engine, finished in blue and red, certificate of fitness April, 1963.

**1951** FODEN Whitton 41-seater coach, heater, diesel engine, finished in cream, certificate of fitness May, 1961.

**1951** BEDFORD Metacraft 33-seater coach, heater, petrol engine, finished in green.

**1950** TILLING-STEVENS, 33-seater full-front Bell-house Hartwell body, radio, heater, cream and red, certificate of fitness 1960.

**1949** BEDFORD Duple 29-seater coach, heater, petrol engine (choice of two), certificate of fitness.

**1949** MAUDSLAY Whitton 33-seater coach, heater, diesel engine, finished in black and white, certificate of fitness June, 1959.

**MONMOUTH DEPOT.**

**1948** DAIMLER Duple 33-seater coach, heater, diesel engine, finished in cream, certificate of fitness August, 1960.

**1949** A.E.C. Birmingham 33-seater coach, heater, diesel engine, finished in blue, certificate of fitness July, 1959.

PART-EXCHANGES. HIRE-PURCHASE FACILITIES.

### REDBROOK, MONMOUTH.

PHONE 336 AND 7.

## Used Passenger Vehicles (contd.)

### ALEXANDER AND TATHAM, LTD.

**A.E.C.**, 1946-47 service buses; A.E.C. Birmingham 35-37-seater bodies; certificates up to 1964; choice of 46 vehicles now arriving in stock; prices from £295.

**1958** AUSTIN Minibus, 13-seater, six months' old, in excellent condition, fitted radio and heater, £560.

**1948** LEYLAND PS1 34-seater saloons. Brush all-metal bodies, in excellent condition, certificates of fitness 1960-62, priced from £450.

**1948** PS1 30-seater saloons, M.C.W. all-metal bodies, in excellent mechanical and body condition, certificates of fitness 1960-61, price £495.

**1948** PS1 34-seater saloon buses, Metro-Cammell Weyman all-metal bodies, in excellent mechanical and body condition, certificates of fitness until June-September, 1960, choice of 10, £425.

**1949** ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £300.

**1947** GUY 32-33-seater coaches, 5LW engines, certified 1960, choice of five, £325-450.

**1943** GUY low-high double-decker 54-seater, 5LW Gardner, certificate of fitness 1960, choice of six, £325-£475.

**BRISTOL** 32-seater bus, low radiator, 5-speed box, certified, £275.

**LEYLAND**, choice of several, fitted 35- and 39-seater Alexander all-metal semi-coach bodies, re-seated recently, fitted with 7.4 P.S.I.-type diesel engine or 7.7 A.E.C. engine, in excellent condition and with certificates of fitness up to 1960, price £275 each.

HIRE-PURCHASE FACILITIES. PART-EXCHANGES.

### ALEXANDER AND TATHAM, LTD.

BRIMINGTON OLD STATION,

NEAR CHESTERFIELD.

Phone, Chesterfield 5704.

798-15

### ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—

HIGH ROAD, PONDER'S END, ENFIELD, MIDDX.

HOWARD 1266, PBX.

**EARLY** delivery of new BEDFORD petrol-engine chassis, 1959 models, Duple 41-seater, Super Vega coaches, finished to instructions, demonstrations available.

**NEW** BEDFORD petrol-engine chassis, 1959 model, Plaxton 41-seater coachwork, early delivery, finished to instructions.

**NEW** BEDFORD petrol-engine chassis, 1959 model, Harrington 41-seater coachwork, finished to instructions.

**NEW** A.E.C. Reliance, 41-43-seater Duple Britannia coachwork, centre of front entrance, vacuum brakes, finished to instructions.

**1957** BEDFORD, petrol, 41-seater Duple Super Vega, glass roof quarters, tubular racks, radio, microphone and heaters, upholstered in red moquette, finished cream, certificate of fitness 1964, choice of two.

**1955** LEYLAND Comet 90, mounted with 36-seater Duple Super Vega coachwork, lift-up roof vents, red moquette, finished maroon and cream, certificate of fitness 1960.

**1955** BEDFORD, mounted with 38-seater Duple Super Vega coachwork, blue moquette, finished light and dark blue, certificate of fitness December, 1959.

**1953** BEDFORD, 35-seater Duple Vega, upholstered in red moquette, finished in light and dark blue, certificate of fitness 1962.

**1952** BEDFORD, petrol engine, mounted with Duple full-luxury 38-seater 8-ft. wide coachwork, upholstered in red moquette, finished grey and red, certificate of fitness 1962-63, choice of four, these coaches are in immaculate condition.

**1952** BEDFORD, petrol, 33-seater Duple Vega coachwork, Formica side panels, upholstered in green moquette, 7 ft. 6 in. wide finished maroon and cream, choice of six, certificate of fitness 1962, ex well-known fleet operator, in immaculate condition.

**1952** BEDFORD, petrol, 33-seater Plaxton coachwork, upholstered in blue moquette, finished cream and blue, certificate of fitness 1962.

**1951** A.E.C. Mark 41, mounted with 39-seater full-front Plaxton coachwork, heater fitted central entrance, autumn tint moquette, immaculate condition, certificate of fitness 1961-62, choice of four, one cream and green, three red and cream.

**1950** LEYLAND PS2 33-seater Birmingham coachwork, half-cab, red moquette, heater fitted, finished cream and maroon, certificate of fitness 1960, very clean.

**1949** BEDFORD 29-seater Duple Vista, upholstered in green, Formica side panels, finished cream and green, certificate of fitness 1959, choice of two, both coaches in immaculate condition.

**1948** DAIMLER CDV6, oil engine chassis, mounted with Duple 35-seater full-luxury coachwork, upholstered in blue moquette, finished grey and red, certificate of fitness 1960, very clean condition, choice of two.

**1947** A.E.C. Regal, 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.

**LEYLAND** TS4-6-7, oil engine chassis, full floating axle, fitted with new Duple bodies in 1947, 33-seaters upholstered in red moquette, certificates of fitness 1960-61, choice of six. These vehicles have been completely modernized.

**CHOICE** of several 1946-7-8 BEDFORD 27-29-seater Duple Vista coaches; Austin 29-33-seaters; Commer Commando and Avenger 33-seaters; certificates of fitness; cheap to clear.

PART-EXCHANGE AND HIRE-PURCHASE.

ARRANGED BY OUR DEPOTS AT:—

### LONDON

25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.

Vic 6033.

### CARDIFF

DUMBALLS ROAD, CARDIFF.

Phone Cardiff 30641.

### SUDBURY, SUFFOLK.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2301.

## Used Passenger Vehicles (contd.)

### COACH SHOW.

OUR FEBRUARY SHOW CONTINUES TO ATTRACT OPERATORS.

HAVE YOU CALLED?

IF NOT, DO SO NOW.

STOCK EXAMPLES INCLUDE:—

### BEDFORD.

**NOW 2 ONLY.** 1958 BEDFORD-DUPLE 41-SEATERS. UNDER 10,000 MILES, AS-NEW LUXURY COACHES. CHOICE OF 3 1956 BEDFORD-DUPLE 41-SEATERS, 2 IN IVORY AND BLUE AND ONE IN GREY AND BLUE. ALL TIP-TOP LUXURY COACHES.

1954 AND 1955 BEDFORD-DUPLE AND PLAXTON 34, 35, 36 AND 37-SEATERS. IN THIS RANGE WE HAVE A SELECTION OF QUALITY COACHES SECOND TO NONE.

1951 AND 1952 BEDFORD-DUPLE 33-SEATERS. SPLENDID EXAMPLES OF THIS POPULAR MODEL.

BEDFORD-VISTA 29-SEATERS, CHOICE OF TWO VERY FRESH MACHINES, BEING RECERTIFIED NOW.

### ALBION.

1955 ALBION-PLAXTON 33-SEATER FULL LUXURY COACH, FORMERLY USED FOR HIGH-CLASS CONTINENTAL TOURS. EVERY EXTRA. OUTSTANDING VALUE.

1955 ALBION-DUPLE 35-SEATER, MAROON AND CREAM. SPLENDID CONDITION THROUGHOUT.

1955 ALBION-STRACHAN 39-SEATER, EXCELLENT VALUE.

### A.E.C.

1954 A.E.C.-GURNEY NUTTING 41-SEATER, IN BLUE AND CREAM. EX-SHOW MODEL. MOST ATTRACTIVE COACH AT REASONABLE PRICE.

1953 A.E.C.-WHITTON 41-SEATER, IN BLACK AND IVORY. UNMARKED CONDITION.

### LEYLAND.

**CHOICE OF 2** 1949 LEYLAND COMET-PLAXTON 33-SEATERS, ONE IN BLACK AND WHITE, THE OTHER BLUE AND CREAM. BOTH EXTREMELY REASONABLE IN PRICE.

### AND MANY OTHERS.

H.P. FACILITIES. PART-EXCHANGES WELCOMED. ARRANGE YOUR VISIT EARLY FOR BENEFIT OF SELECTION.

### S.M.T. SALES AND SERVICE CO., LTD.

177-205 FINNIESTON STREET,

GLASGOW, C.3.

Phone, Douglas 2940.

Phone, Douglas 2940.

### PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

**COMMER** Rootes diesel Birmingham 41-seater, finished to choice, 14 days' delivery.

**A.E.C.** Reliance Duple and Birmingham 41-seaters finished to choice.

**1955** COMMER TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness.

**1955** TS3, Duple bodies, 39-seaters, certificate of fitness 1960.

**1954** BEDFORD Birmingham, 36 seats, upholstered in blue, finished blue and grey, certificate of fitness 1959.

**1953** BEDFORD 35-seater Yeates, trimmed in red, finished cream and red.

**1952** BEDFORD, 37 seats, Gurney Nutting body, certificate of fitness 1962.

**1951** LEYLAND Royal Tiger 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificates of fitness 1961.

**1951** A.E.C. Mk. IV Birmingham Seagull, 39 seats, upholstered in red, finished red and grey, choice of four, certificates of fitness 1960.

**1949** COMMER 30-seater, £150.

**1948** A.E.C. 7.7 35-seater front-entrance Weymann service buses; choice of six.

**1948** BEDFORD 29-seater Vista, from £250.

**PART-EXCHANGES** and hire-purchase terms to suit individual requirements.

### 38 UXBRIDGE ROAD,

EALING, W.5.

Phone, Ealing 7987; Uxbridge 5022.

After hours, Western 1321.

798-490

B53



**Used Passenger Vehicles (contd.)**

**CHARLES COPPOCK, L.T.D.**  
**SERVICE BUSES.**  
THE GARAGE,  
ELM GROVE, CROSS STREET, SALE, CHESHIRE.  
**SINGLE-DECK VEHICLES.**

**1951** A.E.C. full-fronted Beadles, powered 7.7-litre oil engines, 39 seats, certificates of fitness 1961, choice of several, prices £900 to £950.  
**£275.** BEDFORD Vista, 29 seats, first registered 1947, renovated by Thurgood, of Ware, interior conditioned as new in blue figured moquette, certificate of fitness June, 1961.  
**£140.** 1949 BEDFORD coach, 29 seats in maroon leather, and grey leather, certificate of fitness April, 1959.  
**£300.** Full-fronted Beadles buses of all-metal construction, powered by 6-cylinder oil engines and Morris chassis parts. These vehicles are in beautiful condition and are of lightweight construction; choice of two.  
**£225.** Leyland, powered by an 8.6 diesel engine, Harrington coachwork, 31 exceptionally large luxury seats, specially constructed for long-distance luxury travel, certificate of fitness September, 1960.  
**1964** PS1 34-seater buses, coachwork by Northern Coach Builders, front entrance, seating in blue moquette and leather, exterior colour blue. These vehicles are in spotless condition, choice of five. Available within one month, can be viewed by appointment. Price £525 each.  
**BRISTOL** L-type, 1939-1940, powered 5LW Gardner oil engines, 35-seater buses, choice of 20 from £100.  
**BRISTOL** low-bridge double-deckers, first registered 1945-1946, coachwork by Eastern Coachworks, certificates of fitness late 1960, in very clean condition, powered by 7.7 A.E.C. oil engines, choice of three.  
**1948** GUY Araba, powered Gardner 6LW, 35-seater buses, price £270 each.  
**1949** GUY Araba, powered 5LW Gardner engines, 35-seater buses, £175 each.  
**WE** specialize in the supplying of used spares. See our advertisement under Spares Unclassified.

**PHONE, SALE 5633.**  
GRAMS. "BUSUNITS." 798-16

**1954** LEYLAND Cubs, fitted Strachan, 41-seater luxury bodies, power-operated sliding doors, lift-up roof lights, large luggage lockers, certificate of fitness to November and December, 1963; choice of four.  
**1949** A.E.C. Mark III, fitted Duple, 33-seater luxury bodies, certificate of fitness to March, 1965, due for certification; choice of two, full front.  
**1948** A.E.C. Mark III fitted Burlingham 33-seater luxury body, certificate of fitness to April, 1962, half cab.  
**1947** LEYLAND P.S.I. fitted Burlingham 33-seater luxury bodies, rebuilt throughout in 1955 with full-front cabs, certificate of fitness to February and March, 1961; choice of two.  
**1947** LEYLAND P.S.I. fitted Burlingham 33-seater luxury bodies, rebuilt throughout in 1955, complete with full-front cabs, certificate of fitness to April and June, 1960; choice of four.  
**1950** DAIMLER CDV6 fitted Burlingham 33-seater luxury body, certificate of fitness to January, March and April, 1960; choice of four, half cabs.  
**1950** DAIMLER CDV6 fitted Burlingham 33-seater luxury body, certificate of fitness to January, March and April, 1960; choice of four, half cabs.  
**ALL** the above coaches are in excellent condition throughout and can be inspected and tested at any time.  
**APLYN:** Red House Garage, Victoria Road East, Hebburn on Tyne. Phone, Hebburn 832145. (After 6 p.m. phone St. Hilda. South Shields 4669.) 798-7103

**DON EVERALL, L.T.D.**

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

**PASSENGER TRANSPORT SPECIALISTS.**

**NEW** BEDFORD Duple 41-seater coaches, petrol and diesel, available for early delivery.  
**1957** BEDFORD Duple 41-seater Duple coach, red patterned interior, cream exterior, heaters, etc., £2,850.  
**1956** BEDFORD, petrol, 41-seater Duple Super Vega coach, heaters, etc., £2,700.  
**1955** DAIMLER Freeline 41-seater Duple Elizabethan coach, certified 1960, £2,800.  
**1954** BEDFORD, petrol, 36-seater Duple coach, glass roof quarters, heaters, Formica panels, etc., £2,050.  
**1953** BEDFORD petrol 36-seater Burlingham Seagull coach, certified 1962, £1,725.  
**1953** BEDFORD, petrol, 36-seater Yeates Riviera coach, glass roof quarters, new tyres, many extras, certified 1963, £1,900.  
**1951** August, BEDFORD petrol 34-seater Plaxton coach, certified 1961, £1,350.  
**1951** LEYLAND Royal Tiger 40-seater Belhouse-Hartwell coach, certified 1961, £1,600.  
**1951** SENTINEL 6-cylinder diesel 44-seater Beadle service bus, back-knife door, new tyres all round, immaculate condition, certified 1961, £1,500.  
**1951** A.E.C. Mk. IV 39-seater Burlingham coach, certified 1961, £2,100.  
**1950** GUY 6LW Gardner 40-seater, half-deck coach, certificate of fitness 1960, £700.  
**1949** BEDFORD 27-seater Duple Vista coach, fitted with glass roof quarters, Formica panels, heater, radio, etc., new tyres all round, certified 1962, £675.

**50** Coaches and buses always in stock.

**SEND** for list giving full particulars, prices, etc.

**HIRE.**

**33-SEATER** half-cab diesel coaches for hire on monthly terms.

**PHONE, WOLVERHAMPTON 23212.**  
**NIGHTS AND WEEK-ENDS, 32347 AND 22293.**

**DON EVERALL, L.T.D.**

798-144

**Used Passenger Vehicles (contd.)**

**COACHES AND COMPONENTS, L.T.D.**  
469-473 HOLLOWAY ROAD, LONDON, N.7.

**1959** New BEDFORD petrol-engined Duple 41-seater Super Vega, 8 ft. wide, delivery end of January.  
**1955** Super Vega, 8 ft. wide, immediate delivery, grey, clock, radio, heaters, glass roof quarters, certificate of fitness 1960.  
**1955** COMMER Contender Harrington, grand condition.  
**1952** January, BEDFORD 37-seater Gurney-Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to January, 1962.  
**1950** BEDFORD 29-seater Vistas, certificates of fitness 1959-60; choice of two.  
**1950** MAUDSLAY A.E.C. 7.7 engine, 33-seater Duple, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.  
**1950** July, GUY Vixen, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.  
**1950** August, BEDFORD, 29-seater Vista body, red upholstery, exterior maroon-cream, certificate of fitness to August, 1960.  
**1950** July, FODEN 37-seater Metalcraft body, heater, radio, certificate of fitness to April, 1960.  
**1949** May, CROSSLEY, 33-seater Duple body, red-fawn moquette, exterior red-cream, certificate of fitness to May, 1959.  
**1949** June, CROSSLEY 33-seater Whitson coach, heater, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.  
**1949** August, AUSTIN 29-seater Whitson, autumn tinge moquette, exterior blue-cream, high-back seats, radio, certificate of fitness May, 1959.  
**1949** MAUDSLAY, 33-seater Gurney-Nutting body, grey floral moquette, exterior grey-green, certificate of fitness November, 1959.  
**1949** November, DENNIS 33-seater Duple, blue moquette, exterior blue-stone.  
**1948** FODEN 33-seater luxury coaches; choice of two.  
**1948** May, DENNIS Lancet III 33-seater Duple luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959.  
**1947** 48 PS1 33-seater Harrington, certificate of fitness 1961-62. 798-298

**LES GLEAVE, L.T.D.**

FOURWAYS GARAGE,  
ARCLID, NR. SANDBACH, CHESHIRE.  
Smallwood 225, 226.

**NEW** coaches available on Bedford, Commer, Ford, Alyn and Leyland chassis, with bodies by Burlingham, Duple or Plaxton.  
**BEDFORD** Super Vega, petrol engine, body by Duple, 41 seats, red moquette, first registered 1956-7, choice of eight.  
**LEYLAND** Tiger Cub, underfloor engine, Eaton 2-speed axle, body by Burlingham or Seagull, front entrance, 41 seats, red moquette, choice of seven, first registered 1956, certificate of fitness 1962.  
**BEDFORD** Super Vega, petrol engine, body by Duple, red moquette, choice of seven, first registered 1956, certificate of fitness 1962, 28-seater, full luxury type, quarter lights.  
**BEDFORD** S.B. full front, petrol engine, body by Brush, 33-seater, red, cream; one only, first registered 1951, certificate of fitness 1960.  
**BEDFORD** UB full front, petrol engine, body by Duple, 35 seats, red, cream, one only, first registered 1952, certificate of fitness 1963.  
**COMMERCIAL** Avenger, underfloor petrol engine, body by Harrington, 32-seater, red moquette, one only, first registered 1949, certificate of fitness 1962.  
**CROSSLEY** half-cab, diesel engine, body Trans United, 33 seats, green, grey moquette, one only, first registered 1948.  
**BEDFORD** Vista, petrol engine, body by Duple, 25 luxury-type seats, red moquette, one only, first registered 1947, certificate of fitness 1959.  
**LEYLAND** PS1 full front, diesel engine, body by Plaxton, 35 seats, green moquette, first registered 1948, certificate of fitness 1963.  
**LEYLAND** PS2 full front, diesel engine, body by Santos, 35 seats, red moquette, first registered 1950.  
**BEDFORD** Vista, petrol engine, body by Duple, 29 seats, blue moquette, first registered 1947, new body 1950, certificate of fitness 1960.  
**MORRIS-COMMERIAL** full front, diesel engine, body by Wadham, 33-seater, red, blue moquette.  
**1955** COMMERCIAL TS3, quarter lights, heater.  
**WE** are now taking orders for the coming season, Bedford, Commer, Ford, Leyland, A.E.C., etc., and can offer the new hire-purchase terms on new and second-hand machines.

**LES GLEAVE, L.T.D.**

FOURWAYS GARAGE,  
ARCLID, NR. SANDBACH, CHESHIRE.  
Smallwood 225, 226. 798-505

**STOCKLAND GARAGE, L.T.D.**

MARSH HILL,  
ERDINGTON, BIRMINGHAM, 23.  
Phone, Erd 2488.

**ALBION** 1949 6-cylinder petrol engine full-fronted 29-seater Santos, with heater, the bodywork and mechanical condition of this vehicle are exceptionally good, four years' certificate of fitness, for sale, £325, or would consider hire.  
**AUSTIN** 1950 6-cylinder petrol-engine 29-seater Salmea-bury show body, heater and radio, excellent condition throughout, body and chassis, certificate of fitness 1960, for sale, £325; low deposit; would consider monthly hire.  
**A.E.C.** 33-seater, full-fronted Burlingham body, 33-seater, registered March, 1950, perfect condition, £1,200.  
**LEYLAND** PS1, 1948, new Duple body fitted 1954, 35-seater, £1,700.  
**FOR** immediate delivery:—  
**NEW** FORD 11-seater P.S.V., cream/maroon trim.  
**NEW** AUSTIN 12-seater, all face-forward seats, not P.S.V.  
**NEW** and used commercials for sale under Commercial Column. 798-156

**Used Passenger Vehicles (contd.)**

**SILVER LINE MOTORS**

MOORLANDS,  
WELWYN GARDEN CITY,  
HERTS.  
Phone, W.G. 5494.

**PLEASE**  
**PHONE OR WRITE**

**FOR FULLER DETAILS.**

**1956** BEDFORD Plaxton 41-seater, certificate of fitness 1961, cream and green, fitted heater, radio, interior fawn plaid, immaculate.  
**1955** BEDFORD Super Vega 41-seater, cream with low mileage.  
**1954** SEDDON Duple 41-seater, certificate of fitness 1964, immaculate condition, light and dark blue, tubular heaters, radio and microphone, and extra fog lamp and mirrors.  
**1954** A.E.C. Mk. IV 41-seater, Roe bodywork, certificate of fitness 1960, red and blue, maroon interior, extra-clean vehicle, in 100% mechanical condition.  
**1952** BEDFORD Vega 35-seater, excellent mechanical condition, practically new tyres, certificate of fitness 1961, cream with blue interior.  
**1951** BEDFORD Vega, cream with maroon interior, certificate of fitness 1961, fitted heater, good condition throughout.  
**1951** MAUDSLAY Mk. III 35-seater, certificate of fitness November, 1960, cream with blue, fitted heater, excellent condition.  
**1950** DENNIS J3 Duple 35-seater, full-front coachwork, cream and green interior, certificate of fitness May, 1960, sound condition.  
**1949** CROSSLEY 33-seater certificate of fitness May, 1959, green with green interior, sound motor.  
**1949** DENNIS J3 35-seater, Duple coachwork, certificate of fitness June 1959, cream and green.  
**1949** BEDFORD Vista 29-seater, cream with brown upholstery, good sound condition throughout.  
**1947** FODEN 33-seater, certificate of fitness May, 1960, cream and blue with fawn interior.  
**NEW** unregistered BEDFORD Martin Walter P.S.V. 12-seater, crimson and almond 2-tone with red interior, immediate delivery.  
**PART-EXCHANGES** welcomed, hire-purchase arranged. 798-451

**COMBERHILL GARAGES, L.T.D.**

INGS ROAD, WAKEFIELD.

**NEW** 1959 COMMERCIAL TS3 diesel 41-seater Plaxton Consort Mark IV, completed to own specification.  
**NEW** 1959 model BEDFORD (petrol) 41-seater Plaxton Consort, heater, radio, contemporary moquette.  
**NEW** 1958 ATKINSON (diesel) 37-seater Plaxton Highway omnibus, coach seats.  
**NEW** BEDFORD SBI (Bedford diesel engine) 41-seater Plaxton Consort Mark IV, finish to detail.  
**NEW** A.E.C. Reliance (7.75-litre) 41-seater Plaxton Consort Mark IV, finish to detail.  
**1958** BEDFORD SB (petrol) 41-seater Duple Super Vega, 2,000 only, heater, radio.  
**1957** BEDFORD SB (petrol engine) 41-seater Duple Super Vega ivory-black, heater fitted.  
**1955** COMMERCIAL TS3 diesel 41-seater Plaxton, amber quarter lights, heater, radio, ivory-black.  
**1953** BEDFORD SB (petrol) 33-seater Yeates, heater, radio, cream-brown, certified 1963.  
**1953** LEYLAND PS2-3 (9.8-litre) 35-seater Harrington full-front, radio, heater, certified 1960.  
**1951** A.E.C. Regal Mark IV, 9.6 underfloor, 41-seater Yeates, heater, radio, ivory-black.  
**1951** A.E.C. Regal Mark IV, 9.6 underfloor, 37-seater Burlingham Seagull, reconditioned engine, ALBION Victor (diesel FT3) 31-seater Cawood full-front, choice of two, cream-blue.  
**1950** LEYLAND PS1 (7.4-litre) 35-seater Burlingham full-front, heater, radio, ivory-black.

**HIRE-PURCHASE FACILITIES.**

**COMBERHILL GARAGES, L.T.D.**

Phone, Wakefield 6051-5. 798-467

**KIRKBY AND SONS (SALES), L.T.D.**

CROSS ROAD GARAGE,  
ANSTON, NEAR SHEFFIELD.  
BEDFORD MAIN DEALERS.

**NEW BEDFORD.**

**DUPLE, PLAXTON, HARRINGTON.**

**COMPARE OUR USED VEHICLE PRICES.**  
**FOR EARLY DELIVERY.**

**1956** 41-seater BEDFORD Duple, red pattern interior, maroon and ivory exterior, fitted quarter roof lights, tubular racks, radio and heaters, £2,750. Choice of two.  
**1956** 41-seater BEDFORD Burlingham, red interior, ivory and blue exterior, fitted radio and heaters, £2,750. Choice of three.  
**1955** 36-seater BEDFORD Duple, green interior, green exterior, fitted with every available extra, £2,550.  
**1954** 36-seater BEDFORD Burlingham, red interior, maroon and ivory exterior, fitted radio and heaters, £2,000.  
**1953** 36-seater BEDFORD Yeates, blue exterior, fitted quarter roof lights, tubular racks, £2,000.  
**1952** 34-seater and courier BEDFORD Duple, red interior, ivory exterior, fitted heaters, £1,650.  
**1952** 35-seater and courier BEDFORD Plaxton, red interior, maroon and ivory exterior, fitted heaters, £1,650.  
**1952** 35-seater BEDFORD, blue interior, very nice condition, £1,300.  
**1951** LEYLAND Royal Tiger, 41-seater Plaxton, £1,150.  
**1948** AUSTIN 29-seater Plaxton, certificate of fitness June, 1962, exceptionally clean, £380.

**ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT.**

**SPECIAL OFFERS OF HALF-CAB COACHES.**

**TERMS AND EXCHANGES.**

**PHONE, DINNINGTON 541 (BY DAY).**  
**NIGHT PHONE, KIVETON 220. MANSFIELD 5395.**  
**DINNINGTON 577. 798-478**

**Used Passen**

**1951** LEY  
**1951** CRO  
front  
**1949** GU  
Mea

**OR**  
MAIN VAU  
COU

**1947** LEY  
high  
£450 each  
**A.E.C.** bu  
cases of fitness  
**BRISTOL**, L  
deck from  
exchange. Ter

**1955** BED  
wholstry, 36  
**1952** A.E.C.  
2-speed axle  
CO  
**1950** radio  
**1949** CRO  
**1949** FOR  
**1949** WESLEY'S  
North Bu

**GARNER**  
**MAUDSLAY**  
AUSTIN 19  
AUSTIN, 19  
£285.  
READY for  
**37** SOUTH

**ONE** 1949 M  
NUMBER  
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Two A.E.C.  
of fitness is

**1951** Type  
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**1952** TILL  
luxur  
excellent condi  
exchange with  
Commer TS3 o  
G. AND  
A. Henley-on

**IMPERIAL**

**1958** BED  
£525.  
**1949** 33-se  
1960, £500.

**1959** BED  
**1958** BED  
**1957** BED  
**1955** BED  
**1956** A.E.C.  
**1955** A.E.C.

**ALL** immacu  
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**STOUR**

**1947** GU  
£400.  
**1948** MA  
ham,  
**PART-EXCH**

**Used Passenger Vehicles (contd.)**

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Springs suitable for all makes and types of commercial vehicles. zzz-978

**HELPER** springs and new heavy-duty main lorry springs. B.B. Sines, Ltd., 88 Clapham Rd., London, S.W.9. Reliance 2512. zzz-859

**MANUFACTURERS** and repairers of laminated springs, specialists in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Silchester Rd., W.10. Ladbroke 4503. zzz-610

## Spare Parts and Supplies (contd.)

### ROLLER SHUTTERS

**S** SHUTTERS in wood, steel or aluminium, rapid delivery.  
S. Taylor's Shutters, Syston, Leicester. zzz-694

### SAFETY GLASS

**T** RIPLEX supplied and fitted while you wait. 490 Neasden Lane N.W.10, Dollis Hill 7222. Colmore Rd., S.E.15. New Cross 3856. Rear of 7 Savoy Parade, Enfield 3170. Guildford Place, High St., Taunton 2993. D. W. Price and Sons, Ltd. zzz-0967

**T** RIPLEX "Fitted while you wait." British Steel Frame Co., Bishopsgate 9611-3. Sec Windscreens. zzz-618

### SHOCK ABSORBERS

**S** ORBER ACCESSORIES, LTD., specialists in commercial units, reconditioned or supplied. 16a Oaten Mews, S.W.7. Fremantle 9323. zzz-518

### SPEEDOMETERS AND MILEAGE RECORDERS

**R** EPAIRS and rebuild engine speedometers. All types of flexible drives stocked. Prompt service. Auto Tempo Meter Co., 140-2 King's Cross Rd., London, W.C.1. Terminus 0633-4. zzz-661

**S** PEEDEOMETER SUPPLY CO., LTD. Repairs by return. 34 Shelton St., London, W.C.2. (Established 1912.) Covent Garden 2666-7. zzz-764

### TARPAULINS

**"STORMITE"** lorry covers "The Tilt for the Job." For details please write or phone the manufacturers. Firmin and Co. Ltd., Handford Works, Ipswich Phone 2194. (Representative will call if desired.) zzz-793

**S** ATISITE-PROOFED tarpaulins give absolute protection, green canvas, rope or etched; price on application, no extra, finished sizes. Write for samples. Liverpool Patent Tarpaulin Co., 8-10 Lancelot's Hey, Liverpool. zzz-636

### TIME RECORDERS

**S** ERVIS recorders register automatically the exact running and standing times of vehicles. EVERY minute of every journey is accounted for clearly on a simple, tamper-proof, chart. REDUCTION of running costs follows inevitably when you know the journey facts. VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency. IT is a good idea to write for descriptive literature to:—

**S** ERVIS RECORDERS, LTD., 19 London Rd., Gloucester. Phone. Gloucester 24125. zzz-797

**R** ECORDING speedometers completely check vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big savings in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., 75 Temple Rd., Cowley, Oxford. Phone, Oxford 78116-7. zzz-871

### TIPPING GEARS

#### EDBRO B AND E TIPPERS, LTD.

**B** RITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- and 3-way tipping gears, bodies in timber or steel, also conversions; hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone Bolton 5210. London Depot, 264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 1945 and 7833. zzz-837

**S** PENBOROUGH tippers, power hydraulic, hand screw, end- or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. zzz-858

## Spare Parts and Supplies (contd.)

### PILOT WORKS, LTD.

HYDRAULIC TIPPING GEARS, 3-18 TONS.  
SPECIALISTS IN ALLOY, STEEL AND WOODEN BODIES

### PILOT WORKS, LTD.

MANCHESTER ROAD, BOLTON.  
Phone 5545-6-7.

LONDON OFFICE: 3 Southampton Place, W.C.1.  
Phone Chancery 5130. zzz-0683

**P** ILOT tipping-gear spares. Full range of parts always in stock at:—

**D.B.S. COACHWORKS, LTD.**, 24a St. Marks Rd., North Kensington, London, W.10. Phone, Ladbroke 0493, 1768. zzz-692

### WELFORD ENGINEERING (OLDBURY), LTD.

HAINGE ROAD,  
TIVIDALE, TIPTON.

THE LARGEST STOCKISTS OF

### NEW GEARS

AND

### SPARE PARTS REPLACEMENTS

IN THE MIDLANDS.

DISPATCHES TO ALL DISTRICTS.

PHONE TIPTON 2721-2

FOR SERVICE. zzz-672

**W**OODS and Anthony Holist complete, all sizes, from £15 each. Racturn. Reliant 3852-3. zzz-627

### TYRES AND TUBES

#### TYRES—CASH OR TERMS.

We stock every size and make in new and remoulds (ordinary or Town and Country).

Large stocks of part-worn and obsolete tyres

Buckland batteries from 77s. 6d.

New batteries fully guaranteed.

#### TOOTING TYRE SERVICE, LTD.

Dept. C, 648-660 Garratt Lane, S.W.17. Wim 8711-2  
Also at 27 Greenwich South St., S.E.10. Gre 5198.  
84 Manor Rd., Wallington. Phone, Wallington 6593.  
7 Horsham Rd., Crawley. Phone, Crawley 25076.  
Open 8.30-6. Sunday (Tooting and Crawley depots) 10-1. zzz-836

**11.00** X 24 tyres, civilian tread, brand new and in perfect condition, £25 each. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255. zzz-760

**TYREPRIM** rim anti-adhesive stops rusted-on tyres. Always specify. Beware injurious substitutes. zzz-0808

**11.00** X 20, 10.50 x 16, as new with moulding line, standard or track-grip tread, also part-used tyre and wheel assemblies. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-654

**TYRE** sale, surplus remould stocks, all sizes, for any vehicle. Also 1,000 used tyres, tubes and wheels, modern and obsolete. Cook, 589 Stapleton Rd. (nr. Muller Rd.), Bristol, 5. Phone 58312. zzz-851

**CLAPTON TYRE SERVICE** for sound, part-used tyres. 32 x 6 T.T., 6.5s., 32 x 6 H.D., 80s.; 34 x 7, 8.25 x 20, 100s.; 36 x 8, 900 x 20, 115s.; 900 x 16, 100 x 16, 100s.; 10.50 x 20, 135s.; 900 x 13, 60s. Money refunded if tyres not approved. Send cash with order. 106a Crickfield Rd., Clapton, London, E.5. Phone, Amb 7073. zzz-834

## Spare Parts and Supplies (contd.)

**H. MATTHEWS, LTD.**, 89-97 Stockwell Rd., S.W.9. Phone, Brixton 2026. (Established 55 years.)

**T** HE tyre specialists offer among many others the following bargains: Brand-new unused 14.00 x 20 remoulds, £20 each; tubes, £2 10s. each; 12.00 x 20 remoulds, as above, £12 10s. each; tubes, £2 each; 10.50 x 25 remoulds, £10 each; tubes, £1 10s. each. Write phone or call with your requirements. zzz-811

**1200** X 20 Dunlop Track Grip brand-new (Kens), two only, £25 each. Harman Garages (Kent), Ltd. Phone, Harrietsham 333. zzz-727

**Q** UANTITY of nearly new 11 x 25 and 12.00 x 20, £12 each. Hayes (Middlesex) Trading, Ltd., Charville Lane, Hayes. Phone, Hayes 6258. zzz-282

**FOUR** new 700 x 20 10-ply tyres, £11 each, one new 825 x 20 12-ply, £18. Phone, High Wycombe 1094. zzz-261

**36** X 8—900 x 20 wheel assemblies, in varying condition of wear ex Maudslays, from £4 to £10; also plenty of 34 x 7. zzz-798

**MEADWAY SPARES, LTD.**, Bordesley Green Rd., Birmingham, 9. Victoria 4933. zzz-151

### Tyres and Tubes Wanted

**TYRES**, tubes, all sizes, new, remould, second-hand, The British Rubber Co., Baildon, Yorks. Shipley 55427. zzz-695

**W** ANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. zzz-879

**W** ANTED: Second-hand tyres, tubes, wheels, complete, size 29 by 8.13. Apply, Churchferry Iron and Metal Co., Ltd., Enfield. Howard 2032. zzz-7175

### WELDING

**A** NGELL and WILLIAMS (PECKHAM), LTD., the specialists in welding, repairs to defective crankcases, blocks, heads, gearboxes, axles, etc.

**T** RAFALGAR BRIDGE WORKS, Sumner Rd., London S.E.15. Rodney 3559. zzz-538

### WHEELS

**L** ARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks (phone, Chesham 89023), undertake to repair, rebuild or convert to specific requirements wheels of all types with shot-blasted and colour finish. zzz-6811

**U** SED UNITS, Whittlefield, Burnley (phone 2262), All makes and types in stock. zzz-979

**B** EDFORD, Commer. A.E.C., Ford and most others. Also wide-base conversion sets, 20,000 in stock. TURNER AND KNIGHT, Southfield Paddocks, Poplar Lane, Ealing, W.5. Ealing 4298. zzz-843

**14.00** By 20 wheel assemblies (wheel tyre and tube), only £35 each. NEW 9.00 by 20 Dunlop Track Grip at £17 10s.

**R** EMOULD: 10.50 by 20, £12 10s.; 11.00 by 20, £12 10s.

**J. T. LEAVESLEY, LTD.**, Alrewas, Staffs. Phone, Alrewas 354. 803-7133

**1400** X 20 Trak Grip wheel units, as new at £25 each; only available. E. TREMB AND CO., LTD., Bawtry Rd., Fillingley, near Doncaster. Phone, Fillingley 203-204. zzz-619

### WHEELBASE EXTENSIONS

**B** AICO wheelbase extensions for new, used, including ex-W.D. Austin, Bedford, Commer, Dodge, Ford, Guy, etc. Baico Patents, Ltd., 327-329 High Rd., Chiswick, W.4. Chiswick 2286-7. zzz-888

### WINDSCREENS

**W** INDSCREEN assemblies, half-drops, sliding windows, manufactured alloy-brass-steel. Quick frame repair and reglazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 327-24. zzz-619

**P** ERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. zzz-416

## MISCELLANEOUS ADVERTISEMENTS

### AUCTIONS

#### GODDARD, DAVISON AND SMITH, LTD.

THE AUCTION HALLS,

PUTNEY BRIDGE APPROACH, S.W.6.

Renown 6101-3.

#### SALES EVERY MONDAY

OF COMMERCIAL VEHICLES

OF ALL DESCRIPTIONS.

ENTRIES ACCEPTED EVERY WEDNESDAY. zzz-579

### BUSINESSES, PREMISES, OFFICES, ETC.

**F** OR sale, very attractive central garage and filling station at Warsop, situated on the main A60 Mansfield-Workshop road, recently modified building with three new pumps and tanks and two offices, at a cost of £5,000, comprising one main building 36 ft. high with an area of 4,800 sq. ft., constructed of brick and steel, timbered and tiled roof and three roller shutter doors 6 ft. 6 in. high, frontage with canopy over petrol pumps 3,500 sq. ft., land and buildings at rear and side 4,250 sq. ft. with great opportunities for the future. Apply Wood Bros. (Warsop), Ltd., Mansfield Rd., Warsop, nr. Mansfield, Notts. Phones, Warsop 87 and 174. zzz-7116

### Miscellaneous Advertisements (contd.)

**W** ELL-ESTABLISHED haulage business based in North Lincolnshire, consisting of three general A licences. For further particulars write Box CM1111, care of "The Commercial Motor." zzz-7126

**H** AULAGE business, 1948 Austin 5-ton long-wheelbase lorry with cattle container body as well, 3½ tons B licence, with very good conditions. Mid Sussex, price £750. Box CM9816, care of "The Commercial Motor." zzz-159

**H** AULAGE business, Huddersfield area, comprising of 10 cwt. total of A licence on two 1949 Austin lorries, expire 1964, owner retiring, price for quick sale £1,500. Box CM9817, care of "The Commercial Motor." zzz-160

**F** OR sale, haulage business North West area; three licence (7½ tons); would sell units separately. Box CM978, care of "The Commercial Motor." zzz-7123

**A** PPROXIMATELY 18,000 sq. ft., modern (built four years ago), centrally heated, freehold, single-storey factory for sale, situated Stoke-on-Trent, within one mile A34, suitable for any trade or would make ideal distribution depot, first-class loading facilities, on industrial trading estate, ample labour available. For plans, price and full particulars, Box CM985, care of "The Commercial Motor." zzz-347

**T** O dissolve a partnership, haulage business, nine diesel tippers (B licence 34 tons), 50 miles radius, South Coast town, £5,500, o.n.o. Box CM9813, care of "The Commercial Motor." zzz-343

### Miscellaneous Advertisements (contd.)

**H** AULAGE business (limited company), East London, consisting of 20 tons A licence, for articulator and 4-wheelers, expires 1962. House, office and yard available on lease, price £4,950. Also tax losses available, approx. of £6,000. zzz-167

**H** AULAGE business (limited company), North London, consisting of 14 tons A licence for two articulators and one 4-wheeler, two 1958-59 Bedford articulators and 1958 Thames Trader, small mileages, licence expires 1963, price £8,500. Also detached modern house, office, lock-up garages, yard and large garage for sale. Also hire-purchase available. zzz-167

**H** AULAGE business (limited company), Blackburn, consisting of 1958 A.E.C. Mammoth Major 6-wheeler with special A licence 7 tons and 1952 Bedford 7-ton long-wheelbase lorry with B licence with very good conditions, £3,750. Hire purchase available. zzz-167

#### WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone Glossop 2902-3.

AFTER HOURS, 2356. zzz-167

**H** AULAGE business (limited company), Manchester, comprising 43 tons A licence and 14 flat and tipper, 1948-52, licence expires 1963, price for quick disposal, only £7,750. Box CM9815, care of "The Commercial Motor." zzz-158



**Miscellaneous Advertisements (contd.)**

**HAULAGE** business for sale, Midlands area, limited company, small fleet of special A licence vehicles. Box CM9725, care of "The Commercial Motor." 798-471

**FACTORIES** for rental on Holyhead Rd. Industrial Estate, Wednesbury, Staffs. 5,000 sq. ft. single-storey, built of brick and steel, asbestos and canvas roof, very well lighted, parking space at front and rear, room for expansion if required. All services, larger sizes to customer's specification, if I.D.C. available.

**JACON PROPERTIES, LTD.**, 855 New Wolverhampton Rd., Largsley, nr Birmingham. Phone, Birmingham Broadwell 2871-2-3. 798-437

**Businesses, Premises, Offices, Etc., Wanted**

**WANTED**, haulage businesses with special A licences, ordinary A licences and B licences, in any part of the country.

**WILDE AND BENNETT, L.**  
**HADFIELD, MANCHESTER.**  
Phone, Glossop 2902-3.  
AFTER HOURS, 2356. 798-166

**PREMISES**, suitable for garaging 6-10 or more coaches. S.W. London. Purchase of business considered. Box CM9819, care of "The Commercial Motor." 798-383

**CONTRACTS FOR HIRE AND WANTED**

**CONTRACT** wanted, new 7-10-tonner, N.E. Lancs. Doncaster, anything considered. Special A or small haulage business. Box CM9821, care of "The Commercial Motor." 798-4883

**ENTERPRISING** haulage contractor, East Essex, seeks any kind of traffic for any kind of vehicle on contract: bulk coal, steel, liquids, etc., to and from the Midlands, which can be run day and night if possible. Please state details, volume rates, etc. Box CM9820, care of "The Commercial Motor." 798-4753

**CONVERSIONS**

**HENDY FOR FORD.**  
**BRITAIN'S FIRST FORD DEALER.**

**DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.**

**LET US QUOTE YOU.**

**PERCY HENDY, LTD.**  
**SOUTHAMPTON 28331 (EIGHT LINES).** 798-882

**CONVERT YOUR VEHICLES**

**TO FORD 4D AND 6D POWER.**

**ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:-**

- LOWER INITIAL COST.
- MORE M.P.G.
- CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable. Let us quote you for your vehicles.

**QUICKS FOR FORDS.**

**INDUSTRIAL UNIT SALES DEPT.,**  
**221 DEANSGATE, MANCHESTER, 3.**  
Phone, Blackfriars 2468. 798-7053

**PETROL ENGINES.**

**PETROL TO DIESEL**

**CONVERSION UNITS.**

**PRALLS (HEREFORD), LTD.**  
**HOLMER ROAD, HEREFORD.**  
Phone 4221 (six lines). 798-815

**HAULAGE AND BACK LOADS**

**CHARD TRANSPORT CO., LTD.**, for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Manchester, etc. Phone 3425-6; night, 3365. 15 High St., Chard, Somerset. 806-7045

**HIRE-PURCHASE**

**H.P.** Finance available, private deals, prompt settlement. Finestra, Ltd., 58 Jernyn St., S.W.1. Phone until 9 p.m., Hyde 1391. 798-980

**FINANCE** immediately available for hire purchase, credit sale on all types of equipment, accessories, tyres, batteries, etc. Chancery Lane Credit Co., Ltd., 27 Chancery Lane, London, W.C.2. 801-7107

**INSURANCE**

**PAUL CHILDS, LTD.**  
**58 BIRCH GROVE, LONDON, W.3.**  
Aconr 2398.

**BEST** market rates—no-claim bonus to 40%. Monthly or quarterly payments accepted. 798-167

**SAVE** money on insurance. Lower rates, larger bonus. Progressive Brokers. "Cheapest Rates Specialists." 257 The Vale, London, W.3. She 9231-2. 798-804

**Miscellaneous Advertisements (contd.)**

**COMMERCIAL** vehicle and car insurance, expert advice, competitive rates, no-claim bonus to 40%. Cars to 50% or decreed. Obtain the best terms from specialists motor insurance brokers.

**INSURANCE ACCEPTANCES, LTD.**, 63-64 Broad St., Avenue London, E.C.2. London Wall 7641-3. 798-630

**MISCELLANEOUS WANTED**

**ALUMINIUM** scrap urgently required. Lowton Metals, Ltd., Lowton Saint Mary, near Warrington, (Lancs) 1444-5. 798-456

**NOTICES**

**CONTINENTAL.**

**DOOR-TO-DOOR** service. Let us quote you. Your problems, let them be our task.

**POSSIBLY** the first journey by road from Hull to Yugoslavia, time 8 days.

**WE** can quote for all goods, including frozen foods, out and return.

**C. MUNTON**, Westcliffe Rd., Ruskington, Lincolnshire. Ruskington 273-4. 798-7100

**PATENTS**

**PATENT** No. 764435, "Semi-trailer Hitch," for sale or license. Apply: Chapman and Co., Chartered Patent Agents, 253 Gray's Inn Rd., London, W.C.1. 798-4462

**SITUATIONS VACANT**

**A.M.I.M.E.**, City and Guilds, A.M.I.Mech.E., etc., on "No pass, no fee" terms, over 95% successes. For details of exams, and courses in all branches of auto., diesel, aero, mechanical, etc. Write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 798-812

**HAULAGE** company operating London-Scottish service require services of traffic manager for the Southern Contracting Section of their London office: ability to introduce traffic an advantage; knowledge of clearing house procedure essential; good salary for the right man. Write stating age and experience in confidence to Box CM9613, care of "The Commercial Motor." 798-7119

**VAUXHALL** and Bedford main dealers require car and commercial vehicle salesman; salary, commission, transport provided; flat available on service tenancy; good opportunity for keen, energetic man. Full particulars to Welch (Frome), Ltd., Cork St., Frome, Som. 798-7124

**GOVERNMENT OF QATAR.**  
**PERSIAN GULF.**

**ASSISTANT MECHANICAL EQUIPMENT ENGINEER.**

**APPLICATIONS** ARE INVITED FOR THE POST OF ASSISTANT MECHANICAL EQUIPMENT ENGINEER (ROAD TRANSPORT) IN THE MECHANICAL EQUIPMENT DEPARTMENT OF THE GOVERNMENT OF QATAR, PERSIAN GULF.

The duties will be to organize repair and maintenance of transport and to provide spares for a fleet of approx. 350 road vehicles. Applicants should have civilian or service experience in the light and heavy repair of all types of mechanically propelled road transport and should preferably possess a degree or diploma in mechanical engineering. Age preferably 30 to 45 years. Knowledge of Arabic would be valuable. Starting salary will be Rs. 1775 per Arabic month (equivalent to £1,598 per annum), rising by annual increments of Rs. 75 a month to Rs. 2000 and then by annual increments of Rs. 100 a month to a maximum of Rs. 2300. Gratuity payable on completion of contract only. Contract period five years, subject to a six months probationary period. Leave, six days for each month on duty, taken annually. Free air passages, fully furnished accommodation, fuel, light, water and medical treatment. Duty car allowance. No income tax.

**APPLICATIONS**, in duplicate should be sent to C. Tennant Sons and Co., Ltd., 4 Copthall Avenue, London, E.C.2, giving full personal particulars, including recent photograph, details of qualifications, experience and employment, and the names of two referees, to arrive not later than Friday, March 6, 1959. 798-60

**THE EAST MIDLANDS ELECTRICITY BOARD.**

**STAFF VACANCY**

**SENIOR ASSISTANT (TRANSPORT)—NORTHAMPTONSHIRE SUB-AREA.**

**APPLICATIONS** ARE INVITED FOR THE POST OF SENIOR ASSISTANT (TRANSPORT) IN THE NORTHAMPTONSHIRE SUB-AREA HEADQUARTERS.

The successful applicant will be responsible for the administration and operation of the transport section comprising some 120 commercial vehicles and motor cars. Experience is required in the requisitioning and allocation of all vehicles, repairs and maintenance, licensing, insurance and the compilation of statutory and other records.

The salary will be in accordance with Grade 5 (£6855 x £25—£960 per annum) of the National Joint Council Agreement of the Electricity Supply Industry.

Applications, stating age, experience, qualifications, previous and present appointments, should be forwarded to the Manager, Northamptonshire Sub-Area, 25 Bridge St., Northampton, to reach him within 14 days of the date of this advertisement. 798-47

**COMMERCIAL** Vehicle Salesman (senior) to organize new department for Ford and Commer sales in S.W. London and Surrey. Essential qualifications are extensive sales experience in these makes; comprehensive knowledge of body construction and design; existing contacts in this area; staff administration in canvassing. Candidates aged 35-45 seeking an opportunity to prove ability in this field are invited to apply in writing to Morden Station Garage, London Rd., Morden, Surrey, stating past experience, age and salary required. 799-7149

**Miscellaneous Advertisements (contd.)**

**EASTERN PROVINCE CO-OPERATIVE MARKETING ASSOCIATION, LTD.**  
**FORT JAMESON, NORTHERN RHODESIA.**  
**A SERVICE ENGINEER IS REQUIRED**

**TO ASSIST THE ENGINEER WHERE NECESSARY IN THE MAINTENANCE OF A FLEET OF VEHICLES AND THE OPERATION OF A SERVICE STATION.**

Applicants should have served an apprenticeship with a reputable firm of automobile manufacturers or fleet operators and must be physically fit.

Salary, £1,100 x £40 to £1,500 per annum plus approximately £100 per annum commission on present scale of operation.

Full details of conditions and application can be obtained from the Commissioner for Northern Rhodesia, 57 Haymarket, London, S.W.1. Closing date, February 21, 1959. 798-59

**ENGINE** and major assembly overhaul; old-established Leyland service agent—Ministry of Supply overhaul and rebuild contracts, require working foreman for machine shop, embracing engine and major cylinder boring and honing, crank grinding, etc. Write, giving age, present salary and full details of qualifications and experience to Chief Mechanical Engineer, Norman's Ltd., Cumberland Avenue, Park Royal, London, N.W.10. 798-44

**ESTIMATOR** for large motor engineering works, must have experience of maintenance, overhaul and accident repair of all types of private and commercial vehicle (both petrol and diesel-engined) and of cylinder boring and honing, crank grinding, etc. Write, giving age, present salary and full details of qualifications and experience to Chief Mechanical Engineer, Norman's Ltd., Cumberland Avenue, Park Royal, London, N.W.10. 798-44

**DRIVER** for public service vehicles, good wages and conditions, knowledge of mechanics preferred, but not essential. Apply: Regent Motorways (Redditch), Ltd., Alconlee St., Redditch, Worcs. 798-43

**WORKING** Foreman for transport section at London Airport, preferably holding City and Guilds or equivalent certificate and with B.M.C. experience. Write, Box CM720, L.P.E., Romano House, 399-401 Strand, London, W.C.2. 798-55

**EXPERIENCED** tyre-fitter-driver required by North London tyre distributors. Phone, Ter 1644, Mr. Moore. 798-59

**MIDLANDS ELECTRICITY BOARD.**  
**WORKSHOP AND TRANSPORT SUPERINTENDENT.**

**THIRD ASSISTANT ENGINEER (WORKSHOP AND TRANSPORT SUPERINTENDENT) REQUIRED AT WORCESTER.**

Preference will be given to candidates who have served an apprenticeship with a commercial vehicle manufacturer. They must have received a thorough training in automotive engineering, including repair and maintenance of metal bodies and have had experience in the servicing of diesel engines as used in road vehicles.

Experience in close time scheduling of motor vehicle repair and service work is essential.

The successful applicant will be responsible for the operation of a workshop dealing with preventive maintenance functions for one or more detached vehicle fleets. Additionally, he will be required to act as Transport Superintendent for the Worcester and District Sub-Area of the Board. The approximate number of vehicles in the Sub-Area is 250.

Salary within the range £755-£1,170 per annum, according to qualifications and experience (N.J.B. Schedule B, Grade 6-7). Substantiable. Write, giving age, experience, present salary and position to the Secretary (Ref. F.W.C.), Midlands Electricity Board, Mucklow Hill, Halesowen, near Birmingham. 798-203

**A. STEPHENS**, Secretary. 798-46

**P.S.V.** Driver/mechanic, accommodation available. Details to White Lion Motorways, Wotton-U-Edge, Glos. 798-203

**MANAGER** wanted for south-eastern England, commercial vehicle garage, must be live and capable of working on own initiative. Sales experience essential. Box CM9810, care of "The Commercial Motor." 798-351

**THOROUGHLY** experienced stores manager required, Midlands. Leyland-Albion distributors, must be capable of taking full charge. Box CM9812, care of "The Commercial Motor." 798-349

**EXPERIENCED** commercial-vehicle salesman required by L. Rogers Group main dealers in Lincolnshire, remuneration by basic salary, commission, expenses and car. Apply Box CM986, care of "The Commercial Motor." 798-348

**EXPERIENCED** transport manager, one able to introduce and obtain business for fleet of 30 vehicles engaged in London and Home Counties. Good wages and commission for loyal and hard-working person. Write, stating age, experience, etc., Box CM982, care of "The Commercial Motor." 798-345

**MAIN** distributors, Croydon area, require competent storekeeper. Apply in confidence. Box CM988, care of "The Commercial Motor." 798-353

**ASSISTANT** manager required by Grimby haulage and clearing house company. Good prospects and salary for capable person fully experienced in haulage industry. Apply, with references, to Box CM983, care of "The Commercial Motor." 799-7156

**EXPERIENCED** petrol and diesel fitter required for distributor in Croydon area. Good pay and conditions, etc. Box CM976, care of "The Commercial Motor." 798-252

**FIRST-CLASS** diesel motor mechanic required for S.E. London transport contractors; must be keen man with initiative. Box CM9824, care of "The Commercial Motor." 800-4709

### Miscellaneous Advertisements (contd.)

**P.S.V.** Driver/mechanic, accommodation available. Details to White Lion Motorway, Wotton u-Edge, Glos. 798-449

OLD-ESTABLISHED HEAVY COMMERCIAL  
VEHICLE MANUFACTURERS

REQUIRE EXPERIENCED  
SALES REPRESENTATIVE

FOR THE BIRMINGHAM AREA.

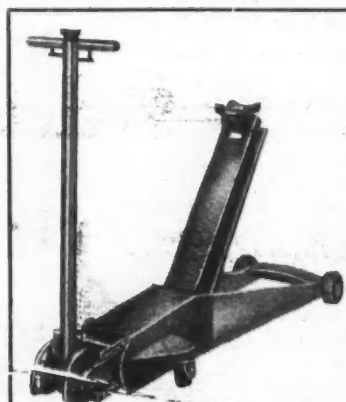
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Specification and Form of Tender may be obtained from the Lighting Superintendent at the Council Offices, Uppermill.

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T. NUTTALL.

Clerk to the Council.

Council Offices,

Uppermill,

Near Oldham.

February 6, 1959.

798-90

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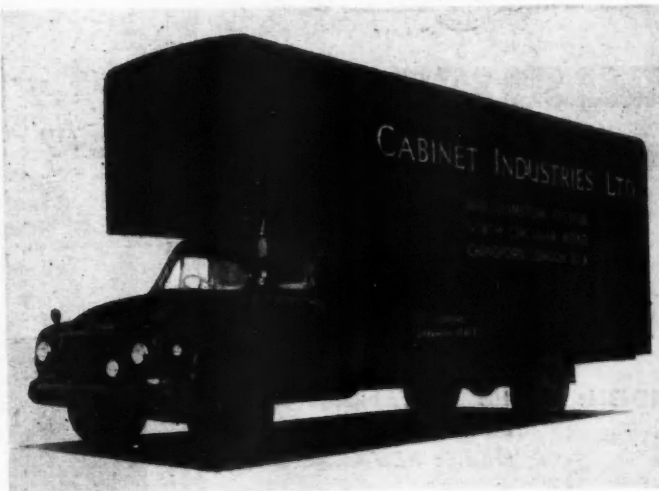
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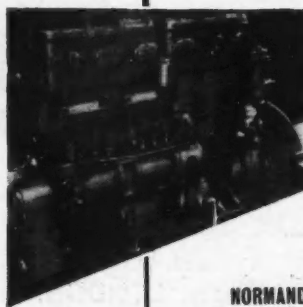
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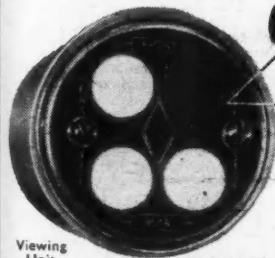


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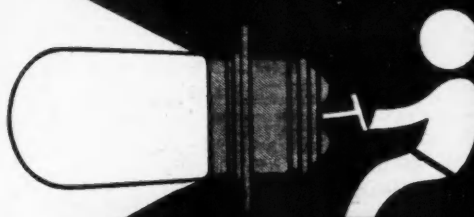
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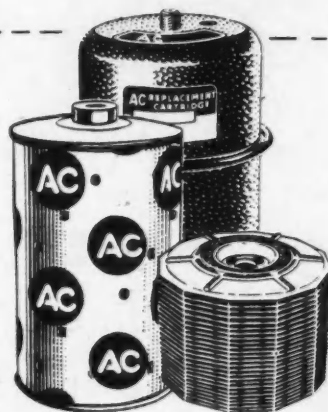
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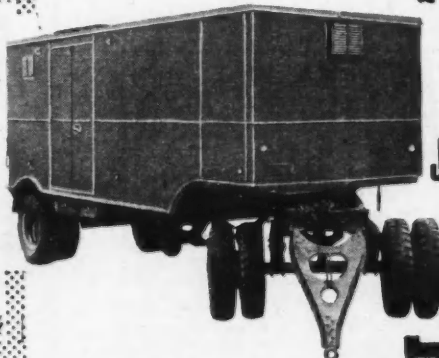
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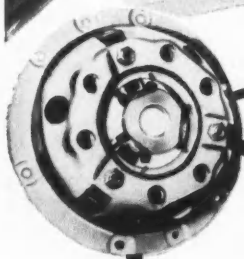


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